

PACIFIC MOTOR BOAT



In This Issue

Allegre Goes Island
Sixteen Men in the Fo'c'sle

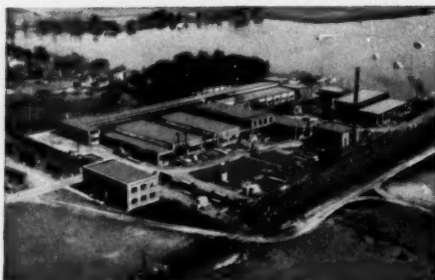
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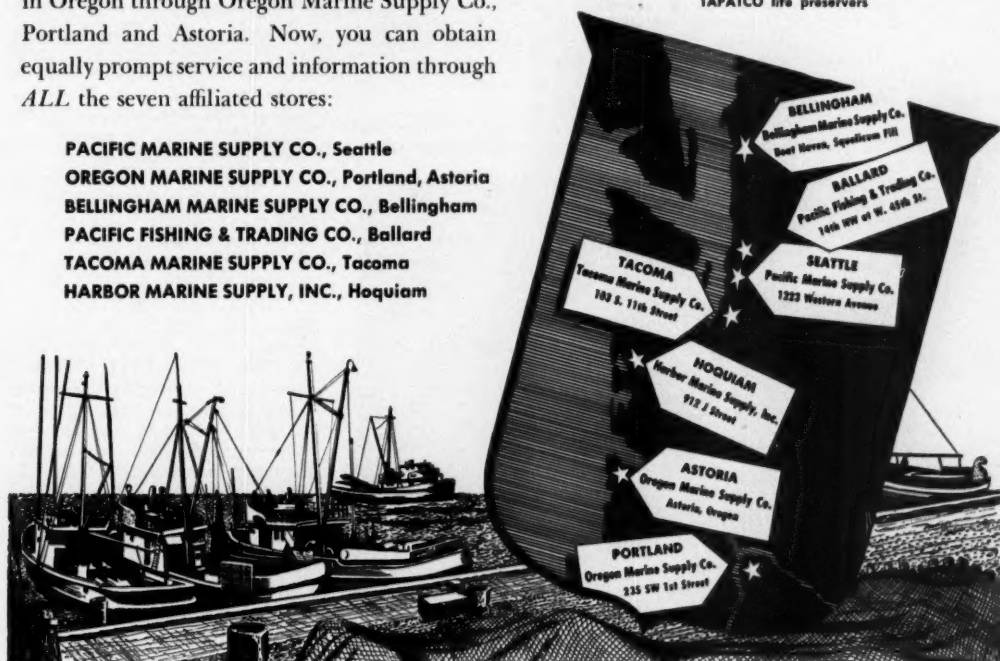
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Tyee Yacht Club Has Entrance Code

WHAT is the responsibility of a yacht club for the conduct and safety of its members?

According to the officials of the Tyee Yacht Club, Seattle, the organization's prime purpose must be to encourage the scientific development of cruising and yachting and the study of navigation. A unique penalty, the "Double Whammy," has been devised for the luckless member convicted of unseamanlike conduct.

In response to *Pacific Motor Boat's* November editorial, (Good Conduct Code Should Be Requirement of Membership in All Yacht Clubs), a special meeting of interested members was called to inform *Pacific Motor Boat* of the principles on which their club was founded.

The first and most unique requirement of the club is the entrance examination that every member of the club must pass within one year of joining the club. The examination is administered by the vice commodore, who is also the chairman of the educational committee. New members are exempt from this quiz only if they have passed an equivalent examination by the U. S. Power Squadrons.

Russ Thompson, the incoming commodore, said, "It is our belief that ours is the only club in the country which requires its members to be conversant with the basic elements of safe boating, seamanship and navigation."

A typical question from the examination files:

"If a boat under careful control

Seattle Club believes that seamanship and good conduct are basic requirements for membership in organization

and traveling at a low rate of speed caused damage to moored boats by its wake, would the owner of the boat causing the damage be legally responsible?"

The answer is, of course, that a boat is always responsible for its wake.

Other questions under the manners and customs examination leave no doubt that the club is vitally concerned with the actions of its members in dumping garbage and pumping bilges in crowded moorings and harbors.

Other points covered by the entrance examination covers the legal requirements of the equipment and motor boat act, 10 questions involving the care and use of the compass, a short examination on charts and piloting including the reading of chart symbols, 14 points involving the rules of the road, 14 points on the lights of vessels, and a comprehensive section on safety at sea.

"The purpose of the club is to promote safe boat handling under the traditional yachtsman's code of conduct, not to get a group together and go out and get drunk and come back and tell the world about it," Hal Hall, past commodore of the club, stated.

The bylaws of the club state that conduct unbecoming a Tyee Yacht

Club member is a breach of membership, and the offending yachtsman will be dropped from the club, J. D. Williamson, club secretary, reported.

As a moral encouragement for good conduct and careful boat handling, the device of the "Double Whammy" and oversize hawser has been adopted recently. These two symbols are a perpetual booby prize given to the member currently voted to have committed the most glaring blunder afloat.

Although the "Double Whammy" and the oversize hawser are awarded in the spirit of fun, these awards were sponsored in the serious belief that a yacht club should be vitally concerned with the welfare and behavior of its members.

Current holder of the whammy and the hawser is the *Rosario*, a 36-foot, bridge deck, three-cabin Chris-Craft cruiser owned by Mr. and Mrs. Phil Baker. They were awarded these unwelcome trophies as a result of an anchoring mishap in Tulalip Bay the morning before the start of the International Cruiser Race last July. A crew member threw out a stern anchor while the boat still had sternway, and Baker found himself inadvertently using his starboard shaft for a windlass. A trip to an Everett drydock followed.

According to the club rules, the hawser, a six-inch manila line 50 feet long, must be kept on the deck of the boat at all times. When underway, the boat must fly the "Double Whammy," a square pennant showing two red hands on a field of white, with the little finger of one hand touching the thumb of another. A penalty is levied if the erring member fails to fly the flag or exhibit the hawser when away from his home mooring.

Another interesting feature of the Tyee Yacht Club is that it admits women to full membership in the club and is one of the few yacht clubs in the country that does this. The theory is that yachting is not solely a man's sport, and there are times when the wife of a skipper must step into the command of the vessel. More than one-half of the women in the organization have already passed the basic examination given by the U. S. Power Squadron.

The club at present has 44 members. It was organized February, 1947, for the stated purpose of encouraging and developing safe cruising.



Penalty for a nautical error is this hefty hawser carried by Mr. and Mrs. Phil Baker aboard their cruiser, which flies the pennant of the Tyee Yacht Club. From the mast amidships is the Double Whammy flag.

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THE COVER — Entering Cadboro Bay

Kela II, a 41-foot Chris-Craft owned by Clarence L. Anderson of the Queen City Yacht Club, Seattle, crosses the finish line at the entrance of Cadboro Bay, Victoria, Vancouver Island, B. C., during the 1950 International Cruiser Race. The cruiser is powered with twin 145-hp Chris-Craft marine engines.—Ray Krantz photo.

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LETTERS

Western Racers Talk of Bermudians

Dear Dan Pratt:—So indoctrinated am I with Pacific Coast activities that on my first trip to Bermuda in 1949 I did not even think of the Royal Bermuda Yacht Club, a fact not to be admitted in public here. But returning this year on a tardy vacation in September there was still talk of the Bermuda Race and so with a member I went around to the R.B.Y.C. What I heard and saw in pictures reminded me very much of the gala day in Nanaimo, another colony island, after our International race with motors; or perhaps more appropriate, R.V.Y.C. when the International one-design contests are off Vancouver.

But what specifically will interest you is the apparently widespread opinion that the West Coast's entry's sixth place in Class B by no means reveals actual performance. As appeared, I am sure, in *PMB*, this was the 46-foot *Cyane*, Pacific Coast Cruiser Class sloop brought to the East Coast for the race to Bermuda by William L. Stewart, Jr., of Los Angeles and H. B. duPont. Around the Royal Bermuda Yacht Club they are free to give *Cyane* credit for fast moving, particularly since she's only 36 feet on the waterline. They remember details, these Bermudian enthusiasts, and say she did 180 miles in 24 hours when she hit into a southwester that lasted into Hamilton Harbor. They were more skeptical, though, about a West Coast sloop called *Flying Scotchman*, whose western owner I don't recall and which must have been purchased by an easterner. She is a 35-footer with a "tiny dog house"—say these conservatives—and they felt her to be radical, although in Class C she, too, won a sixth.

So evidently there was considerable in the record of *Cyane* that impressed these practical students and they forgave her for getting on the wrong side of a slow moving front before she got into the southwester. As I now understand it (because they told me) the 1950 race was one to handle by the traditional Bermuda passage theory—make your westing early and then get on a rhumb line for Kitchen Shoals and Hamilton when you feel the southwester is in to stay. Doubtless this confidence was given to me at R.B.Y.C. because I posed as an ex-assistant editor of yours and kept quiet about the time I called a brigantine a "brig" under an impression the latter was a nickname for the former and so would indicate my casual familiarity with sail!

Apparently, the Bermudians disapproved of *Flying Scotchman* because she is of very light displacement and they like a boat to plow through more water than air. Otherwise, I get the impression here, she is definitely a racing dinghy, regardless of size, and not an ocean racer!

In fact, Bermuda was somewhat annoyed at the brevity of one of the British entries out of six which later raced on to Plymouth in the first trans-Atlantic event since World War II. The subject of their irritation was an English yacht only 25 feet on the waterline which, after all, did finish fourth in Class C. Now, Dan, I came down here with one of those southwesters on the wrong side of the Gulf Stream in a packet well known to the Pacific and of some 27,000 tons and certainly near 300 feet on the waterline, and I have great respect for the shallow-keeled yachts in the Bermuda race!

I think may be there is some concern that the short coast packets could begin to break into the field of the famous Bermuda racing dinghy which, I believe, Charlie Frisbie of S.Y.C., and perhaps others, introduced on the West Coast. But never did I see on Puget Sound or Lake Washington such spread of canvas as on an open rowboat! As Capt. Johnny Ackles of Hood Canal and the Golden Gate would say, in this class of racing Bermudians believe in flying through air and just splashing water on the keel with a broom! They take care of them, too. I was told of an habitual winner, naturally called *Victory* recently retired after 57 years, just beating her skipper to it, and *Victory II* has a new skipper and was christened by the wife of a recently knighted Bermudian, no less.

Well, I must not let you think I have forgotten the motor boats, especially the working variety. Some of your readers, particularly if they have visited conservative *Onion Patch*, may get a surprise and a reminiscent twinge from the news that the House of Assembly has agreed to purchase the ferries and equipment of the Bermuda Transportation Company for 40,000 pounds, the aforesaid BTCo. not to compete with the government for 25 years. And I hate to tell you this, Dan, but the round trip for a distance three or four times longer than you commute across Elliott Bay is 43 cents and your bicycle for seven cents, even if it is a Velo-cycle. This last is a lady's bike with a motor patterned

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after Ole Evinrude's first shop model, and ridden by both sexes over 16 years, and pushed constantly by everybody.

The larger yacht in which I mentioned I rode a southwester (twice now) to Bermuda is Furness Line's *Queen of Bermuda*, which saw considerable and varied duty around Australia last war, her officers and crew virtually intact as she returned to the New York-Bermuda-Nassau run. Capt. Banyard is a retired officer of the Royal Canadian Navy and very familiar with the coast and British Columbia waters. It's a fact, he says, that the *Queen* has her own roll in a certain weather, being designed short for her freeboard in order to maneuver into Hamilton's little harbor and out of it.

So I conclude, Dan, that Bermudians don't mind their cruise ships skimming the water, and their racing dinghies, but a Bermuda racer should sink her teeth into the Atlantic and she should preferably be sizable. It's plain Bill Stewart's *Cyane* overcame considerable prejudice and deserved the compliments still in the air here.

That's about all that might interest you, I think, except that the editor of the British "Yachting" showed up for the 1950 race and after decades of patience the R.B.Y.C. seized this personal contact to ask why the hell he always left the "I" out of Bermudians? Africans, no final "I"—okay—Jamaicans, okay—but "Bermudans", no. The British yachting editor assured them they were quite in error in forming the word "Bermudian" and suggested British "Yachting" declined error at every opportunity.

He didn't catch on, I guess, this was not much of an opportunity, because Bermuda is not really a colony, Dan. Bermudians print their own dough and run their own show, like Canada. Also they spell themselves how they like. I am told the British editor was persuaded ere he debarked; what's more, he avowed all other British boating magazines, (if indeed there be such) would follow suit. It will be "Bermudian" as in "Canadian" and not as in "African".

Have I done any sailing here? You know I would not besmirch your reputation, even so far southeast of even the Larchmont Yacht Club, of which I believe that old Flattie skipper Dick Griffiths is now a member. I am sticking right to an ersatz Eskimo kyak which I rent by the day. I have no other choice because instead of slacks, Dan, I was persuaded to buy a pair of Bermuda shorts. As you know, they are longer than at least they used to be at R.V.Y.C. (mainland or island) and the men at R.B.Y.C. look shipshape enough. But on an honorary member of the Grand Coulee Yacht Club they look as if he had saved his first pair of long pants for which he has hollered much in advance of his growth. The basic design of a kyak corrects the problem—which in this instance appears to be considerable keel for a seemingly indecisive spread of canvas.—NARD JONES, Somerset, Bermuda.

Editor's Note—Nard, you had one new one on me in your letter and that is the "rumb line." I've been in a line like that on a yacht many times, usually right at the head, only we spelled rum differently in those good old days. Maybe they added the "b" since then because blase yachtsmen were beginning to complain "Oh, rum, where is thy sting?"—Dan Pratt.

Haul Cruisers From Longview to Olympia?

I have an idea that a deal can be worked out to haul boats from Longview to Olympia at a reasonable charge so that boatsmen on the Columbia River can get in some cruising on Puget Sound.

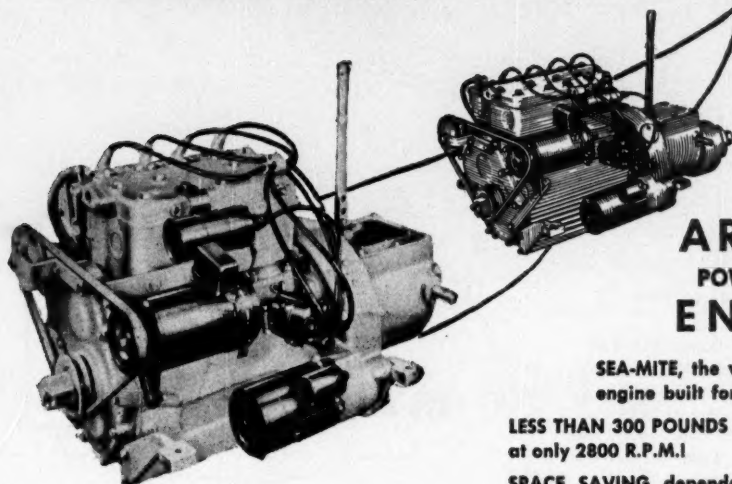
More of us would visit the Puget Sound area if it were not for the run outside in the ocean. It takes a good three days each way which knocks hell out of a two-week holiday.

After talking to members of Columbia River Yacht Club (where I am a member), the Portland, Rose City and a couple of other yachting groups, I am taking on the job of finding out what can be done.

Can you help me? After getting some information, I would like to make a trip to visit the people who would be in on the job and to work out details of cost and timing so that the trek will work smoothly.

Then a survey can be made of the Columbia River boatmen to see who are really interested. It costs something to make the run around outside which, with that cost and time saved, should make a Puget Sound cruise feasible, particularly to those with 24- to 30-foot boats.—T. C. GEVAART, 10045 N. E. Shaver St., Portland 8, Oregon.

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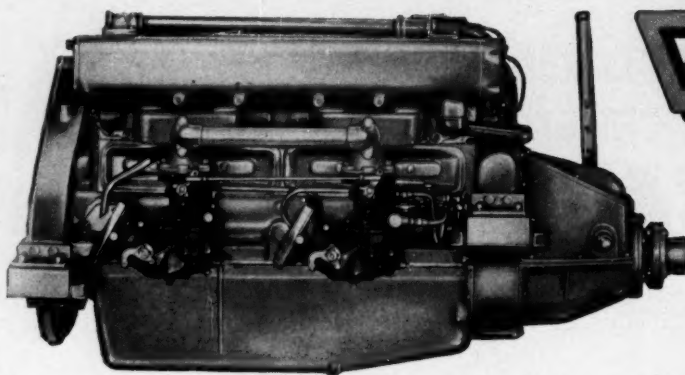
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Non-rusting Silchrome intake valves. Corrosion-resistant coating on valve springs.

Counterbalanced alloy steel crankshaft with seven main bearings. Diameter 2 1/2" on Six-330 and 2 3/4" on Six-427.

Pressure lubrication to all parts including valve guides and reverse gear, with positive displacement pump.

Oversize sea water pump, oversize oil cooler and attached oil filter.

Helical-teeth timing gears for silence and long life.

Tappets removable without removing engine, and without pulling camshaft.

Multi-studded cylinder head for long gasket life and freedom from head distortion.

New stronger gasket to prevent high compression ruptures.

On 427 cu. in. engine, constant-voltage generator is standard, and 12 volt electrical system is used to provide more powerful cranking, because 12-volt starting motor has higher torque.

Built-in fresh water cooling system available, with self-lubricating centrifugal pump and exclusive Keel Cooler heat exchanger.

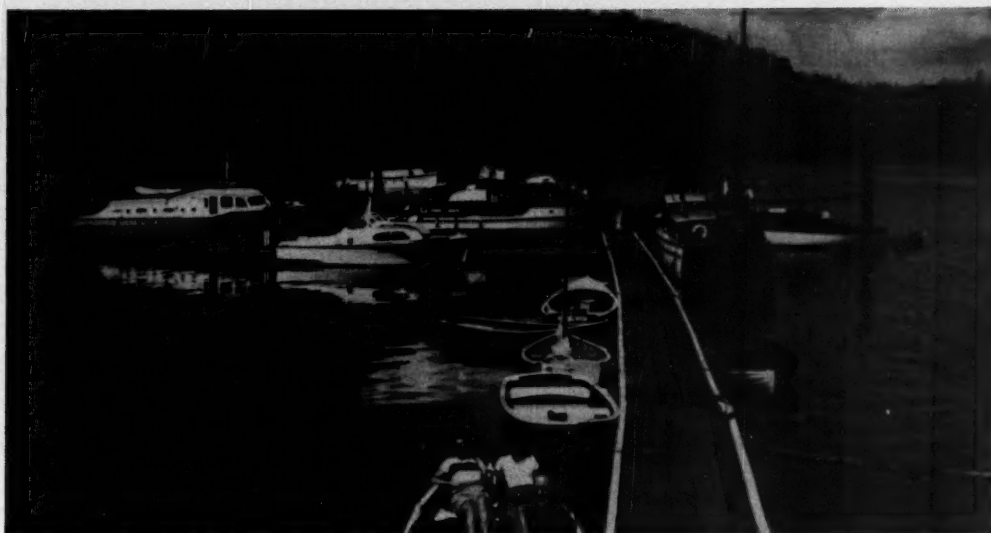
Large size Paragon reverse gear, choice of manual type or hydraulically actuated type.

Ignition shielding, available for installations with radio telephone.

Extra vee-pulley available on front end of flywheel, as many sheaves as needed, for driving auxiliary equipment.

Maintenance Handbook, the finest and most comprehensive, 68 pages, illustrated. Includes a complete section on installation.

GRAY MARINE MOTOR COMPANY, DETROIT 7, MICH.



A quiet mooring in Genoa Bay on Vancouver Island may be had at this float owned by the Cowichan Bay Yacht Club near the Genoa Bay Lodge.

Island Shopping Via the Yawl "Allegro"

by Kay Halsey

ISLAND shopping is a favorite sport of ours each summer and early fall. Some people call it cruising and so did we in the beginning. But it is a rare person who once he has seen these northwest islands does not hanker for a little island or at least a little cove of his own. We gave up resisting the urge to own one and now we frankly cruise with that in mind.

We consider not only currents, tides and winds both in and between anchorages, but also supply sources, accessibility to towns, fishing conditions, berry patches, soil for orchards, fresh water supply and vistas with privacy. The best cruising period is from the middle of May to the end of September.

Our curiosity has taken us as far as the famous Yuculta Rapids, but our best "island shopping" so far was in September in the Canadian Gulf Islands. To make it truly perfect we had as crew our long-time friends, the Gerrit Henrys from Carmel, California, with whom we used to sail in the San Francisco Bay. It was their first cruise up here.

On September 18 we left the east side of Lake Washington on our yawl, *Allegro*, at 3 p.m., and by 6 p.m. had refueled at Berg's, gone through the Ballard Locks, and anchored in Port Madison on Bain-

bridge Island. Next day in 9½ hours we reached Friday Harbor, enjoying a stretch of sailing in the channel west of Whidbey Island. For the night we went across the channel to Park's Bay, a beautiful wooded harbor almost landlocked. In the morning we detoured to show the Henrys a favorite berry patch at the far end of Reid Harbor on Stuart Island, though the season was long past. This is another excellent harbor with high cliffs affording good shelter. By 1:30 p.m. we were at Sidney, B. C., where we must check through the Canadian Customs to enter. The remainder of the afternoon we explored the islands of Canoe Cove, the largest of which is Coal Island. An American owns it and enjoys calling himself "King Coal."

From there we went west toward Cowichan Harbor, famous fishing spot, to Genoa Bay just north of it, for the night. It was early and the daylight lasts a long time so we went ashore to look at the local store and the Genoa Bay Lodge where pleasant and tasty meals are served. This is also the headquarters of the Cowichan Bay Yacht Club. All kinds of supplies are available, also fishing boats and guides and telephone service. A high mountain on the

west side of the harbor provides a completely weatherproof anchorage. The next day we proceeded under power through the Sansum Narrows where current velocities rarely exceed 3 knots, to Maple Bay, a favorite Canadian resort. A good general store is here and the Maple Bay Yacht Club is on the northwest side of the Bay next to a Government float. Farther up the Bay is Bird's Eye Cove with a good dock, marine ways, repairs service, gas, water, diesel, ice and most notably, showers and clothes washing facilities for a small charge. On a small boat the sponge bath technique is usually supplemented by swimming but in September it is too cold for the average person to swim. The spick and span shower rooms here with quantities of very hot water were the most popular attraction to this crew. Just beyond this dock is a hidden cove behind an island, which we explored in the dinghy. This is too shallow for most boats and there is a small sawmill on one shore surrounded by log booms. Decided the island was not for us. Too much civilization.

In two hours we cruised the rest of the channel north to Telegraph Harbor which is made by the proximity of Thetis and Kuper Islands. Between them a little channel has

been dredged to permit small fishing boats a short cut through from their home port Ladysmith on Vancouver Island. This is navigable only at high tide.

In Telegraph Harbor there is a small store with telephone and a marine station with gas, kerosene and stove oil. We anchored for the night about halfway between the store and the entrance to the dredged channel. In the morning we four piled in the dinghy and ventured into the channel though it was just past low water. Our outboard did its best but halfway through we had to get out and wade to ease the boat over the shoals into Clam Bay. Here we dug with frenzy for a couple of hours, pouncing on each patch of miniature geysers with fanatical eagerness. We gave up when the tide covered the flats and we had two buckets of clams of all types, but no geoducks.

Our course through the well-known Dodd Narrows was an exciting experience for the Henrys. It is prudent to wait for a slackening of the tide as the current runs through here at a maximum rate of from 8 to 10 knots and a tide rip develops. We went through at about half tide with the current which provided a thrill for Gerrit and Marge Henry, Gerrit at the helm.

Nanaimo has a population of about 10,000 and an interesting history. Its outstanding landmark is the old blockhouse of the Hudson Bay Company which serves now as a museum full of relics of pioneer days. It is a port of entry. The yacht club has mooring accommodations for visiting yachtsmen. The Henrys took us to dinner at the Plaza and we stayed the night at the City Dock visiting with some interesting Canadian yachtsmen and watching the Princess boats come and go. The next

morning after our usual sandwich lunch we started for Silva Bay. During a leisurely two hours we jogged along on oily seas in a thick haze outside Gabriola Island in Georgia Strait to Silva Bay in the Flat Top Islands. In this bay are two stores, fuel docks and telephone service. It is primarily a fishermen's village. Warm day, no breeze, thick tender steaks from Nanaimo, equal a picnic on the rocky beach of beautiful Vance Island.

By now we were all so "island happy" we decided to explore every nook in this section and surely there would be one we could buy!

The following day there was a stiff wind making it awkward to handle our boat in narrow passes with the windage on our sixty-foot mast so we took the dinghy to explore the surrounding coves and harbors until the middle of the afternoon when we cast off for another port, "just around the corner." A current was against us and we had to really push to get through Gabriola Pass. We dipped into Degnen Bay to show our crew another ideal anchorage and the Indian village on shore, and then crossed the Pylades Channel to Pirate Cove at one end of a De Courcey Island. This cove is not named on the charts and it requires local knowledge to navigate the channel in, and to avoid the hidden reef. Once in there is plenty of room and a quiet anchorage, surrounded by a pretty shoreline and protected on the north by two tiny wooded islands. There is a long hollow fertile strip down the center of the island which is well sheltered from winds and has plenty of water collected from the slopes. It is a prosperous farming country today. Over the hill to the south we explored the shore which is festooned with intriguing coves all having shallow beaches

edged with fingerlike sandstone spits. Being exposed to the sweep of winds up Trincomali Channel it is a beachcomber's paradise.

After a night in Pirate Cove we set our course south for Wallace Island, owned by David B. Conover from Los Angeles. The island has two fine coves for sheltered anchorage but charts must be studied carefully before entering them. Across the entrance to Conover's Cove at the south end is a bar, navigable only at high tide in any boat drawing over two feet. Once inside there is a tidy dock and some of the cottages are visible through the trees. At the opposite end is a long deep cove known as Princess Cove which provides complete shelter from any weather.

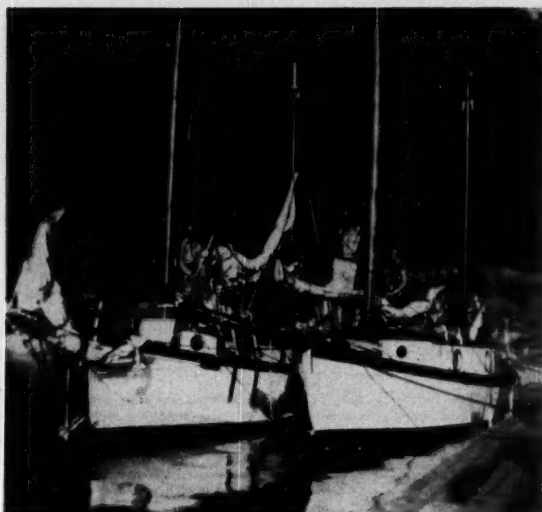
The tide was right so we said goodbye and left the cove on our way to Montague Harbor on Galiano Island, a little more than an hour away with our speed of 8 knots under power. There was so much to show the Henrys of our treasured explorations as well as venturing into new places, we found it convenient to spend more time under power than sail. Quite a concession for four sailors of twenty years' experience.

Mr. and Mrs. Lawrence Williams live at the entrance to Montague Harbor on a little apron of fertile land that is tucked under the great cliff of Mt. Sutil, 1060 feet high. Their fresh spring water is a sure thing the year 'round and insures a successful vegetable garden. A sign announces fresh water available to boats and vegetables for sale. They are absolutely "garden fresh"—you pick them yourself! They keep their graceful little sloop *Tahuna* at their dock when they are not out pleasure sailing or calling on "neighbors" on other islands. This harbor is near the southwest end of long Galiano Island which separates Trincomali Channel from Georgia Strait. It is quite large and has a number of good coves to anchor in—one for each slant of wind so that no matter from what quarter a storm blows there is a snug place nearby to duck into. For the night we continued on into the harbor to a cove on the far north shore.

On our way out of Montague the next day we were on our way to explore Active Pass, just beyond. The tide with us we romped through in a little more than an hour but we could not have made it at all with the tide against us as the current runs here at rates varying from 3 to 7 knots with counter and cross currents, and under certain conditions



View of Sturdies Bay and Active Pass from the dock of Galiano Lodge, Galiano Island.



Montague Harbor on Galiano Island, British Columbia, is a popular anchorage for small craft. At left are two boats tied up to a float owned by Mr. and Mrs. Lawrence Williams near the entrance. At right is the *Allegro*, the Ed Monk-designed 42-foot yawl, owned by the author and her husband. Built in 1944, the *Allegro* accommodates 6 persons, is powered by a Gray 4-52, direct drive.

a heavy rip tide forms off the northwest entrance. We thought Sturdies Bay on the north shore looked a likely place to "buy a bath" as there was a nice-looking inn on shore and a good dock to moor to. The season was over but the owners welcomed us and we welcomed the bathing facilities at Galiano Lodge.

On the chart, Gossip Island looked interesting so we followed the pass out and made the circuit around Gossip Island as far as we could go. We were surprised to find it so crowded with cottages. It is a popular summer resort for Vancouver, B. C. residents who come mainly for the fishing out of Whaler Bay. The afternoon was ending so we continued down the shore of Mayne Island in the Georgia Straits to find a snug harbor for the night. We turned into a channel between Mayne and Georgson Islands. Then across what appeared to be a bar, the ripple was apparent on the surface and it was thick with seaweed (sure sign of rocks). Our Carmel crew were sweating it out on the bowsprit as we cautiously crept through the narrow pass trying to hold down our speed though the current was carrying us rather faster than we wished. Once through safely the Henrys collapsed on deck, still incredulous about "local knowledge" while we nearly laughed ourselves overboard. Inside the Belle Chain Islets of which Georgson is the largest near Mayne, the going

was smooth with plenty of depth and maneuvering room. We seemed surrounded by small but high wooded islands and it was all quite wild and untouched. Curlew Island had a farm on it but most of it was in thick forest. It adequately shelters Horton Bay on Mayne Island where we dropped the hook.

The next large island down chart is Saturna, on the north end of which is Lyall Harbor and Boat Cove. High cliffs surrounded this cove. Though there is never a heavy sea in here no matter what kind of storm is blowing there is a stiff wind, for a perfect draw is formed through a low valley opposite the entrance. There is a good anchoring ground and usually log booms available to tie to. On shore there are a few houses, two stores, gas station just outside the entrance and a nice little farm in the valley where vegetables may be purchased. Supplies and telephone service are available.

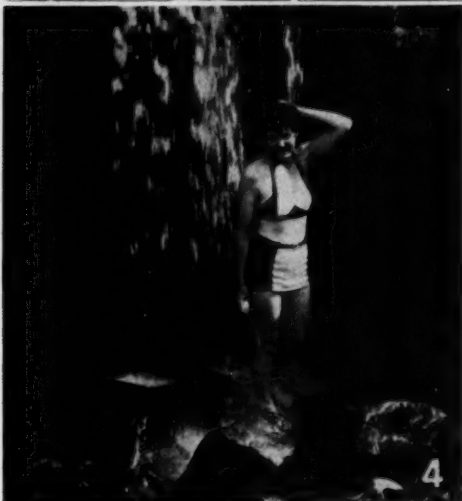
Time did not permit us to stay on this trip so we just took a look around and continued on across Plumper Sound under sail to Port Browning which is a harbor on North Pender. Dividing North and South Pender Islands is a dredged channel 5 feet deep at low tide. We gently nudged our way though almost able to touch shore on both sides at the same time, it is so narrow. It opens into Bedwell Harbor on South Pender Island which has a good general store, fresh water and

fuel supplies just inside Hay Point. Sidney was our destination and we reached it by 12:30 pm. We cleared customs in time to make a run for Orcas Island, dipping into Prevost Harbor on the way. This harbor is a wonderful spot on the opposite side of Stuart Island from Reid Harbor mentioned earlier. We anchored for the night in the cove of Four Winds Camp.

We rounded Shaw Island the next day and put into Friday Harbor to enter the United States officially. Then we took our time browsing around the San Juan Islands, looking at coves and islands with shoppers' interest. Getting into Lopez Sound we considered, en route, Trump Island (too steep), Center Island (too large), and Ram Island (too narrow). After so many islands we were getting rather choosy. We dropped the hook in a tiny unnamed cove just opposite Hunter Bay.

Two days later we were home. Our total mileage was 362.

We are still looking for an island. The battle rages between timberland versus farming land, a whole island or a part of one, Canadian islands versus American islands. Sometimes we wonder whether this "window shopping" is just a delightful habit or part of the process of acquiring an island. After all, the shopping around is a wonderful excuse to keep cruising and exploring indefinitely!



Ocean Cruise to Island Spa

Three Seattle families last summer made a three-boat deep sea cruise through the Strait of Juan de Fuca to the hot springs at Refuge Cove on the west coast of Vancouver Island.

The boats were (1) the *Alerion*, skippered by Edwin Monk, naval architect. (2) the *Chilton*, skippered by Ersel Davis, Queen City Y.C. (3) the *Como Reto*, skippered by Dick Taylor of Bryant's Marina.

(4) Lodestone of the cruise was the unique hot springs which cascade over the rocks and form deep bathing pools. Here Mrs. Taylor enjoys a warm (103° F.) shower.

(5) Looking seaward from Tofino, Vancouver I.

(6) The three boats find protection in Snug Harbor, Barkley Sound.

(7) Time out for exploration in a dinghy, up the Henderson River, north side of Alberni Inlet.

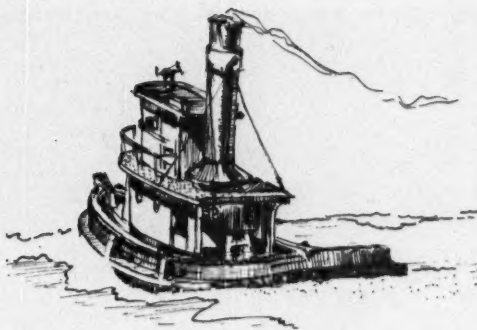
(8) Taylor and son, Dick, found salmon fishing good.

(9) Fishing fleet at Ucluelet, Vancouver I. Few pleasure craft cruise this coast.



In Those Days There Were Sixteen Men in The Fo'c'sle...

From funny business off the Farallones to the "Whale dead ahead," Pacific Coast towboating history is filled to the brim with comic and tragic stories



by Albert T. Wuesthoff

Photos from the Joe Williamson collection

A FAINT smudge on the horizon, or a sail. Usually, in those days, it was a sail, and Johnny Hislop, the famous Point Lobos lookout, sent the word in to the Merchants' Exchange. It was only a matter of minutes then till two puffing little tugboats would swarm out through the gate in the race to be the first to reach the incoming ship.

On this particular day, after Johnny at the point reported a sail, Captain Dan Thomsen, master of the Red Stack Company's *Sea Queen*, and his rival, Captain McCoy, skippering the faster tug, the *Vigilant*, put to sea together.

San Francisco was a gray ghost through the fog as they steamed toward Golden Gate, and outside the gate the fog was thicker. The boats covered the nearly thirty miles to the Farallones, ran around the islands idling for a hole.

Finding a little cove, the *Vigilant* hove to, and all hands were killing time at fishing. Captain Thomsen stopped his tug and ordered his men, with the exception of the engineer, to do likewise.

"Keep your lines near the surface, boys," said the skipper, and to the engineer, "Burn the coal and hold the steam up high."

In the back of Dan Thomsen's brain buzzed a plan. When he saw that the *Vigilant's* company was deep in the pleasant sport of rock-codding, he gave the order to his men to haul in their lines, which were hanging over the side, just under the water. Then, to the engineer, the gong, which said, "Let 'er go! FULL SPEED AHEAD!"

Before Captain McCoy got his boiler hot, the *Sea Queen* was out of sight, headed in the direction of Point Reyes. Thinking he had gone there, Captain McCoy headed his tug that way. This was just what Dan Thomsen wanted. Chuckling in his beard, Captain Thomsen shaped around and hid behind the North

Farallone for a while, where the fishing seemed extraordinarily good; from there on out to the Cordell Banks, where the weather was even thicker and the fishing better. In the afternoon it cleared a little. The crew of the *Sea Queen* was much surprised to find a ship waiting for a tow right on top of them, with the *Vigilant* nowhere in sight.

The dicker for the price of the tow began, but the skipper of the sailing vessel couldn't keep his eyes off the fish, and Captain Dan's shrewd eyes didn't miss this.

Came the moment when each captain had reached the limit he had set in his own mind. The skipper of the windjammer reluctantly offered \$500; Captain Thomsen stuck to his price of \$600. Then, at the psychological moment, he offered to throw in the fish on the bargain at \$600.

"Most I ever paid for a damned mess of fish," grumbled the skipper. But he signed the book, secretly pleased.

After Captain Thomsen had passed his line to the sailing ship and the tow had begun, out of the fog charged the *Vigilant*, Captain McCoy sore enough to chew nails.

That was towboating at the turn of the century in and around San Francisco Bay. The bitter battle that raged among the original three in San Francisco, the Crowley Launch and Tugboat Company, the Spreckles Towboat Company and the Shipowners' and Merchants' Towboat Company, was finally won by Tom Crowley, who has been in the tug business in San Francisco since 1890; Crowley is now head of the Red Stack Company, which does a large percentage of the towing business on the bay.

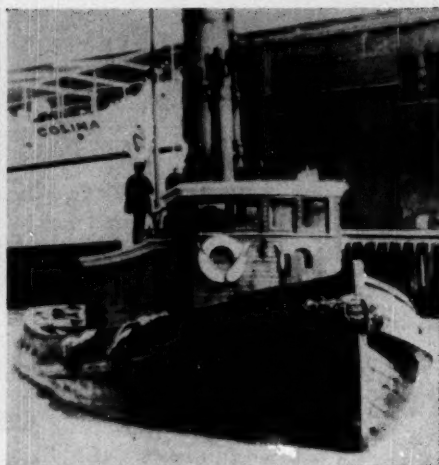
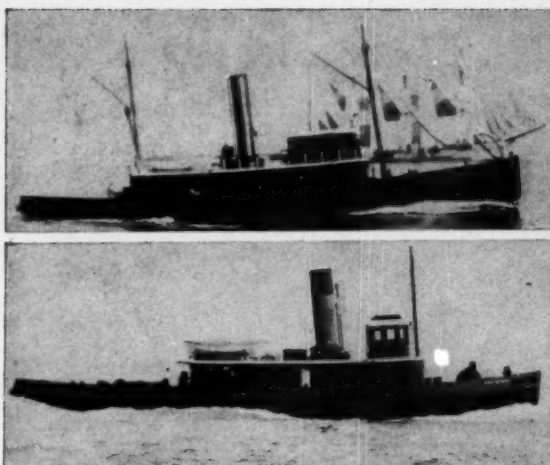
Tom Crowley put both hands and feet into the waterfront business at

the age of 15, when he began moving people, cargo and ships around the port. It began with the square-rigged vessels which ruled the seas not so long ago. In those days, says Tom Crowley, there were sixteen men in a fo'c'sle, constituting the port and starboard watches. A man put in long hours and stayed with it until he finished his job or dropped.

The first tugboat engines used on San Francisco Bay were human engines—one man and a pair of oars in a "Whitehall" boat, not much different from an ordinary rowboat. These one-manpower tugs, carrying stores and crews to arriving and departing vessels, went nearly everywhere. Often they rowed the nearly thirty miles from the Golden Gate to the Farallones; on such a trip, if they were lucky, these "tugs" would get a "hitch-row" behind some departing vessel. At least one of these original "engines," Tom Crowley, is still running.

And speaking of long tows, there was one made by Captain Thomsen, back in 1907, that is still something to tell about. At that time it was unheard of for two tugs, tandem, to come around the horn from the East Coast to San Francisco. Captain Thomsen's decision to use one of the new tugboats to tow the other one was a practical necessity, for, on the long trip, there was no chance to refuel the ships on the long heavy tow around the tip of South America. In 1907 there was no Panama Canal, and the long run required the use of the *Goliath* as a fuel barge. The brand new tugs had just been purchased in Camden, New Jersey, and Captain Dan started out with them in midwinter for the trip over two oceans, through the Straits of Magellan, twice across the equator, 13,500 miles.

"Two spells of foul weather hit us coming out," said the big, bronzed, gray-bearded Dan, telling of the trip. "Crossing the Gulf shortly



The Vigilant (upper left), formerly the *George W. Pride, Jr.*, came to San Francisco about 1886. The *Sea Queen* (lower), was an early Red Stack tug. At right is the *Sea Prince*, a victim of an error in navigation.

after leaving Delaware breakwater, we ran into a heavy gale, and we had all we could do to keep the craft free. For eight days the storm lasted, but when it abated we had fair weather until we emerged from the Straits of Magellan on March 12.

"It shut in thick, with hail and rain squalls. The *Hercules* stood up on end at times, and had it not been for the automatic towing machines on the whipping hawser we would have parted. Some of the hands thought we would never weather it."

The trip was successful, and the two tugs went into service on the West Coast.

Captain Thomsen used to relate an experience he had with a tight-fisted French skipper, in the days when white sails on the horizon were still a common thing.

"The captain of a tug had to be something of an auctioneer in those days," said the captain, "as well as a navigator. Well, one day a fishing boat came in and reported that a French ship had got into Drake's Bay, near Point Reyes, and did not know its position. I was captain of the *Rescue* at the time. The wind was westerly, and when we got out we found the Frenchman had his sails full, and had sailed about eight miles out. It was dusk when we got to him. I looked to see if he had lost his anchors or if there was any excuse for which we might stick him a little more, but found none. Running alongside, I cried through the megaphone: 'Do you want a tow?'"

"'Yes,' yelled the skipper. 'How much do you want?'"

"'Five hundred dollars!' I shouted.

"'Non, non!' screeched the French-

man. 'Eet ees too moch! I geev you two hondred feefty dollairs!'"

"'No!' " was my answer.

"'I geev you three hondred dollairs!' the Frenchman pleaded.

"'No.'

"'I geev you three hondred twenty!' he waived.

"'No. Come a little higher.'

"Then the air began to be filled with French curses.

"'Mon Dieu!' he was shrieking now, stamping up and down the decks, waving his arms. 'I have no more monee! Eet ees all I 'ave, three hondred twenty dollairs,' and he continued to rage, until I finally told him we would take him anyway.

"The rates used to be pretty high in those days," explained Captain Dan, "because the freights were good and the ships were able to pay. Now we have contract rates for almost everything, except towing in from sea. Then we get as much as we can.

"One skipper remembered me once for charging him pretty steep and turned me down, but I got him anyway. The *Everett G. Griggs* it was. She came up and sent blue lights as a signal. I went out and took him at a price that did not suit the skipper. Next year the ship returned, and it happened that I went out to meet her.

"'I don't want you!' roared the captain when he recognized me, and rather than let me tow him he put about and tacked out to sea again.

"I returned to the bay. In the afternoon the ship was again reported coming in. I wondered what I was going to do when Port Pilot Freeman came along.

"'Let's go out and get that ship,' said Freeman.

"The captain won't have anything to do with me,' I replied.

"That makes no difference. We'll get him anyway,' said Freeman.

"So we started out in the *Monarch*.

"It will be almost dark when we get there,' said Freeman, 'and he won't be able to see us distinctly. You watch the boat and let me do the talking, and he won't know you are in it at all.'

"When we came alongside Freeman grabbed the megaphone and did all the talking, and finally completed the dicker. Then I made fast and towed the vessel in. It was dark then, and of course he could not see me. We picked up all the whistles and the Alcatraz bell and dropped the vessel off at the barge office. To this day that captain doesn't know that it was I who towed him in."

A Red Stack tug was sunk on one occasion in San Francisco Bay waters so suddenly that all hands were lost except for the captain.

The tug *Sea Prince* had been sent to Port Costa that day, twenty or thirty miles across and up the bay from San Francisco, to tow the British tramp steamer *Greystoke Castle* to San Francisco. The British steamer was half loaded with grain for the Balfour-Guthrie Company. The steamer left Port Costa at 2:30 p.m. in tow of the tug, and after getting into the stream the two captains agreed that the tow was unnecessary and that greater progress would be made if the line were cast off and the tug acted merely as pilot. Accordingly, Captain Langren of the

Sea Prince warned the steamer captain to keep at least 1000 feet astern of the tug for visibility and general safety, and the two vessels proceeded across toward their destination.

The crew, except for the engineer, was eating in the deckhouse messroom as they passed Angel Island a few minutes after five o'clock and the skipper was at the wheel. Everything was under control. Captain Langren said that when he first became aware of the shadow he thought for a split second it was a cloud passing over the sun. This struck him as strange, for it was, or had been, a perfectly clear autumn day; in the time it took for this thought to flash through his head, his impulse to look skyward was checked by the certain and horrible knowledge of what the shadow was. Before he looked back over his shoulder he knew it was the shadow of certain doom . . . if that sharp thirty-foot cleaver ever struck, they were done for. Even as he glanced back he automatically gave the signal for full speed ahead and opened his mouth to shout a warning to the hands in the messroom. With a sudden, grinding, ripping crash the *Greystroke Castle's* gray prow struck, and for one sickening instant he watched it cutting—actually cut-

The *Bahada* never reached Bellingham



ting!—through the heavy steel hull of the tug.

It was not until after he had been picked up by one of the lifeboats put overside from the *Greystroke Castle* that Captain Langren was able to think of anything but the horror of that fall down the whirlpool's vortex. Then, knowing the answer already, he asked the hands from the steamer whether his crew had been picked up.

"No, sir. You was the only one came up," was the reply.

Then there was the *Bahada*, which blew up near Anacortes, Washington. At about two in the morning of No-

vember 22, 1926, the *Bahada* was between Huckleberry and Saddlebag Islands on her way to Bellingham. In her tow was a log raft; all was going well, and most of the crew of nine were in their bunks below.

The first hint that anything was wrong came with the finding of crew member Bill Hansen's body upon the beach at Samish Island, six miles away.

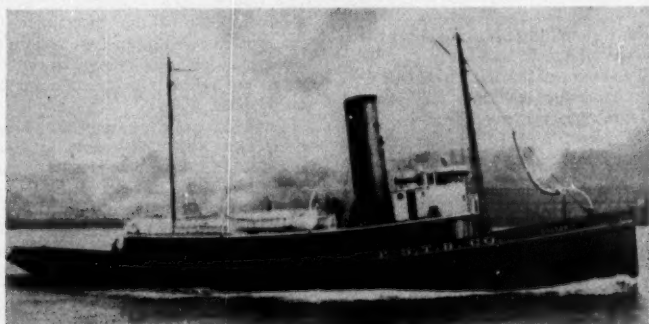
Along with the body was found a lifeboat bearing the stenciled name of the tug; this find caused Skagit County authorities to wire Anacortes that a member of the crew had been lost overboard. It was somewhat later that bits of splintered wreckage were found on Jack Island, and a fragment of the *Bahada's* wheel, a mass of splintered wood and twisted brass, was washed ashore on the beach of Saddlebag Island.

They finally found the raft, anchored between Huckleberry and Saddlebag Islands by the shattered hull of the sunken tug. The line from the raft stretched away like a pointer, indicating the spot where the hulk of the unlucky tug lay in 260 feet of water. She had been destroyed by an exploding boiler.

The morning of September 5, 1910 found Captain Lindstrom of the launch, *Crowley II*, leaning against the glass in the wheel house, pondering his course through a fog so thick that he could see only a foot or so past the window. The boat seemed motionless in a moving sea; her rolling and pitching seemed no more than a response to the up-and-down of the water.

The crew was dividing their time between yelling at the half-awake cook for their already-late breakfast, and dispensing a well-thumbed deck of cards in the game known as One-Eyed Pete. There was a yell

(Continued on page 45)



These sister ships made a historic voyage around Cape Horn. The *Goliah* (top) is now operated by the Eastern Transportation Co., Wilmington, Delaware, but the *Hercules* is still in San Francisco Bay, operated by the Western Pacific Railroad. Both are 134.9 feet L.O.A., but the *Hercules* has a foot less beam, 26.1.

THIS BOATING IS A LAUGH!

by Leon Swank

GET a bunch of week-end sailors draped around on the cabin upholstery or sitting around any yacht club and, to hear them, you'd think boating was about the funniest sport on earth.

Maybe it is, at that. Not that boating is fundamentally different from golfing, hunting, or skiing. They're all good clean fun, with about the same objective, and each has its funny side. But boating's funny side is funnier, and furnishes more laughs—for the other fellow.

Of course, every yachtsman seems to have a keen appreciation for the humorous predicaments he and his pals—especially his pals—are always getting themselves into. You know. Like the time Whats-His-Name stood in the bight of the line and threw his anchor over, or the time So-and-So tossed his over without any line at all. These two bits of nautical horseplay, while simple, have been good for laughs ever since Noah set out in the Ark with a couple of monkeys in his crew.

Take those sloppy landings—the kind that are due to gross inefficiency when it's the other fellow who's coming in, and to bad currents and a mean wind when you're doing it. This type of landing is really funny—when seen from a safe distance. Like the time a doctor friend of mine came in about dusk, threaded his way among all the boats, and headed into his stall. Up to that point he was complete master of the situation. Everything was under control—until, to the accompaniment of breaking glass and splintering wood, calamity struck.

It wasn't exactly the doctor's fault. He had sent one of the crew

forward to fend off with a pike pole. He hadn't dreamed, of course, that his little helper would ram the pike into a piling with such masculine force that he couldn't get it out, or that he'd forget to raise the handle to keep it from crashing through the windshield, into the cabin, and through the galley wall. Sure, he could have reversed instead of pouring on more coal. But it wouldn't have been half so much fun.

Next to sloppy landings, falling overboard probably brings the greatest amount of enjoyment to friends and onlookers, if for no other reason that it happens so often. Everyone who has anything to do with boats has his favorite "man overboard" story, which he considers more enjoyable than anyone else's.

Mine has as its main character a fellow who chose the coldest night of the year to fall in. It was December, and we had been fishing. A strong nor'easter was blowing, and it was colder than the galley stove when you're waiting for the coffee to boil. A piling had been pulled from the float, and before we left this fellow himself had laid a square piece of sheet iron over the hole. We came in after dark, and this bird grabbed the bow line and jumped down onto the sheet iron—only it had blown away! It happened in a flash, but the poor guy came up through the hole a lot faster than he'd gone in. Probably didn't want to miss the applause.

That was something like the time down in a repair yard when we were treated to some extra entertainment which wasn't included in the bill—



"... in the bight of the line ..."

or was it? Two mechanics were working on our motor, and we were washing down the hull at the same time. Mechanics, you know, like plumbers, never think of bringing the right tools for a job. They like to run and get things. These fellows had left most of their wrenches and cigarettes and things up in the shop, and every so often one of them would run aft, jump to the float, and take off. We finished one side of the hull and, quite naturally, turned the boat around. One of the mechanics—yep, you guessed it. And we couldn't stop laughing long enough to convince the fellow we hadn't done it on purpose.

Good for a laugh any time are the stories about such obliging entertainers as the fellow who tied his lines to a piling instead of the float, so that when the tide came in he got a free wash job and a lot of ribbing; the guy who mistook an amusement park ferris wheel for a two-second light and nearly ended up in the Tunnel of Love, and all those self-sacrificing souls who anchor in shallow water and turn in without taking soundings. These talented individuals furnish a lot of fun for everyone. There's nothing funnier, it seems, than finding your best friends stuck in the mud at dawn. Nor is there anything more self-satisfying, for it proves you are a better boatman, unless—whoops—you're stuck, too.

But all the droll little happenings connected with boating aren't due to mishandling or to slips. Some of them are amusing just because they're different. You can't imagine a golfer or skier or anyone else doing some of the things boat people



"... forgot to raise the handle ..."

do just to get a laugh out of their playmates.

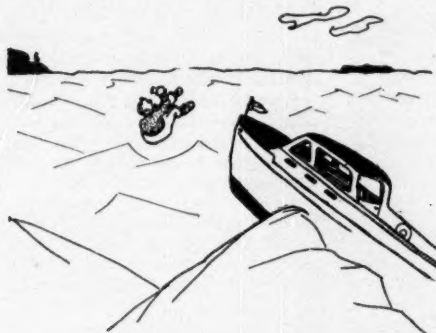
Every time I see a strange burgee I think of the time in the harbor at Victoria, B. C., when the entire "organized" membership of a one-man yacht club stole the show. A big forty-footer came in and tied up, after a great deal of noisy maneuvering, among the visiting cruisers and sailboats from all over Puget Sound. To everyone's surprise, it was manned by Negroes. Colored people are somewhat scarce around that typically British port, especially colored people with yachts like that one, and it caused a lot of discussion.

At the fore the big, gaudy cruiser sported a strange burgee with the letters "M.O.B.Y.C." in black on a yellow field, which also caused plenty of speculation. The dusky yachtsmen were more than friendly, so a self-appointed committee strolled over to ask the skipper the meaning of the mysterious symbols. "Don't you-all know what those letters mean?" he replied with a

"admirers" on the floats, and the beaming yachtsmen asked him: "Say, Ole, how many knots were you making when I passed you?" "Oh, Ay don't know," replied Ole. "I t'ink maybe six-seven knots. I was only usin' one enyine." After that, the subject of speed was never mentioned by Six Knots again.

I'll never forget the time a Canadian cruiser chased us half home to give us a plastic "glass" which the Skipper's wife said we had left on their boat. We thought it was pretty nice of them to go so far out of their way to return a ten-cent glass so that our new set wouldn't be broken. We didn't see the funny side of the thing until we reached port—and found we had an extra glass.

Yep, boating is a laugh, all right, and it's the funny side of boating and the keen sense of humor of most boating people which make it the grandest sport on earth. And whether it's making a "crash" landing, pulling some foolish stunt that



There's many a slip . . .

flash of teeth and what was apparently intended to be an Oxford accent. "They stand for 'Mah Own Bloody Yacht Club'!"

No one furnishes more laughs, though, than the fellow who is continually spouting off about the speed of his boat. Every yacht club has one or two of these pests, and it sometimes takes a lot of ingenuity to shut them up. One club ganged up on one of these birds and planted a Scandinavian fisherman in a strategic spot where Loud Mouth could be lured into a race.

It came off exactly as planned, and Speedy came tearing in at 12 knots, urged on by the seiner, which could have made 18. To all appearances, the yacht won the race, and Our Hero wasn't at all backward about admitting it when he got in. As planned, the old Scowegian joined the gathering of breathless

nearly sinks your boat or leaves your wife stranded on a rock with a handful of flowers and no dinghy, or just falling overboard, it can safely be said that every boat owner has at some time or other contributed something toward bigger and better enjoyment of boating.

All except me. When anything like that happens to me, 'taint funny, McGee. It's just tough luck.

Coming Events

On the Pacific Coast

Nov. 25-26—Thanksgiving Lightning Regatta, San Diego Bay, Corinthian Y.C.
Dec. 16, 17—Intercollegiate Pacific Coast Championships, Newport Harbor Y.C.
Dec. 30, 31—Christmas Regatta, Newport Harbor Y.C.
Jan. 22-23—New York Boat Show, New York City.
Feb. 24-25—Cruise & Heavy Weather Race, Bremerton Y.C.
March 2-11—San Francisco Sports, Travel and Boat Show.
March 31-Apr. 8—Seattle Boat Show, University of Washington Pavilion.

Final SF Bay Race Won by "Spindrift"

by Paul C. Tracy

THE final cruiser regatta of the season was sponsored by the Golden Gate Yacht Club and General Petroleum Oil Co., and brought to a close the racing for 1950 on San Francisco Bay. The winner was Harold S. Johnson representing the Sausalito Cruising Club. His Class C boat, *Spindrift*, had an error of 40 seconds.

The course started from the jetty off the Golden Gate Yacht Club and covered 17 miles. Surprising enough, even with five check points, the accumulated errors were remarkably low. To continue with the outline of the course—along the San Francisco Bay shoreline to a point halfway between Alcatraz Island and Fishermen's Wharf, then the big turn around Alcatraz on a course to Richardson's Bay, thence through Raccoon Straits to Southampton Shoals buoy up to Red Rock and then down the bay to Treasure Island and over to Blossom Rock Buoy to get back on a straight line to the finish at the Golden Gate Yacht Club.

Class A
Nam El Oh—M. B. Holeman, South Bay Y.C.
Blue Heaven—Rugen Holakamp, Sausalito C.C.
Class B
Atmaz II—Max Kniesche, St. Francis Y.C.
Class B
Manu Kai—M. R. Storm, Oakland Y.C.
Lelebob II—Bob Hoeckele, Sausalito C.C.
Mirk II—L. C. McKessick, Oakland Y.C.
Class C
Spindrift—H. S. Johnson, Sausalito C.C.
Bobbie—Ray Hall, Sausalito C.C.
Lavilla H—W. V. Heaney, Corinthian Y. C.

Teddy Bear Top Boat in S. F. Bay

Teddy Bear, winner of the Bear Class championships for the 1950 season emerged as high point boat with a rating of 152, according to the figures of the Yacht Racing Association of San Francisco Bay.

Second high boat was *Madeline* in Division 9, with 137 points, and third was *Amba* in Division 17, with 104 points.

Other champs were: Division 7, *Ace*, 47 points; Division 8A, *Java Head*, 32 points; Division 8B, *Buoyant Girl*, 64 points; Division 11, *Vellero*, 87 points; Division 14, *Westwind*, 87; Division 15, *Mon Ami*, 49 points; 210 Class, *Javelin*, 27 points; Rhodes "33," *Satisfaction*; Acorn Class, *Eight Ball*, 30; Windward Class, *Pagan III*, 36; PIC Class, *Blue Peter*, 40; Golden Gate Class, *Fun*, 60; Hurricane Class, *Mistral*, 45; Bird Class, *Snowbird*, 71; Junior Clipper Class, *Sassafras*, 59; and Star Class, *Cancan*, 54 points.



Rowdy leads six California Cruising Class sloops over the line in the final race of the West Coast Yacht Club's ninth fall invitation regatta, held off San Pedro, October 21-22. At extreme left is the series winner, Bob Baskett's *Tomahawk*. Al Kaylie's *Twinkle*, was winner in the fast and sporty Feather class.—Bob Ruskauff photos.

W.C.Y.C.'s Ninth Fall Invitational Series Nears Former Significance

“WE just about got back to our pre-1942 status,” commented L. W. (Bud) Cumings, the genial commodore of West Coast Yacht Club. The status: 60-odd boats in nine sailing classes, augmented by power cruisers in a 32-mile race, competed in the ninth annual, two-day Fall Invitational series, October 21-22, at Los Angeles outer harbor.

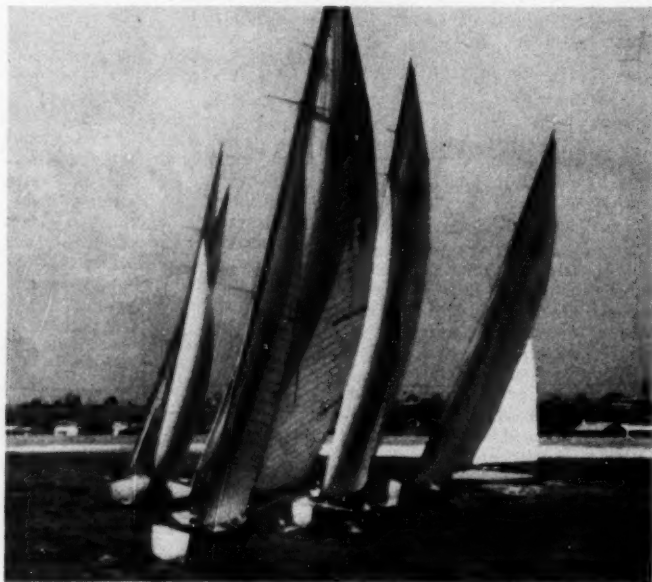
The Southern California Cruiser Association did its own officiating for the small but select fleet which raced 32 miles predicted log from Los Angeles bell buoy to a check point off Huntington Beach Pier and return. The winner was Commodore Art Williams' *Harmony*, which not only captured the estimable Rupert-Fisher Gobboon, but boosted her points to a practically unassailable hold on the C. King Brugman high point perpetual for 1950. Only the November 4 Lipton Trophy Race from San Pedro to Newport Harbor Yacht Club's Gold Trophy series festivities remained. So, needing but a seventh spot in that to clinch high point honors, it appeared that a large year was buttoned up for the *Harmony*.

Over the two races there were three point sailing deadlocks, settled by best overall time. Thirteen arbitrary handicap yachts started so the fleet was divided, with Gale Ford's winning in Class A and Bob Schieffer's Norse-built *Banshee* in

By Bob Ruskauff

Class B. Lew Whitney's *Lancer* won Ocean Racing honors. George Rosmen's *Gold Rush* led 11 Mercury rivals and Al Kaylie's *Twinkle* top-

ped eight in the Feather class. Walter Staaf's *Pirate* won on best elapsed time over Sterling Potter's *Ecs-tasy*, Star Class; Jack Cornell's *Llenroc*, International 110; Bob Baskett's *Tomahawk*, CCC and Dick Brownell's *Siren*, PCs.



Tom Long's *Challenge*, B.Y.C. (left, on starboard tack) won the 1950 PC class sailing championships in a three-day race series ending October 1. John Washington's *La Cucaracha* was second. The fleet included *Puff*, Kenny Watts; *Paula*, Milton Wegforth; *Pamlin*, Fred Smales; *Gaylin*, Ed Tobin; and *Windy*, Bob Higgins.—W. C. Sawyer photo.

Every Finisher a Winner in the 85-Mile Outboard Marathon at Alameda

TWO thousand spectators turned out to watch 7 classes of outboard motor boats race around Alameda for \$4000.00 in prizes.

Of the 54 entries, 27 finished the grueling race. This being the first outboard utility race on San Francisco Bay, many of the Sacramento and Stockton club boats did not enter because of the possibility of rough water. The fears weren't justified this time of year, because the water was like glass all the way around the island.

The 85-mile course was 5 laps of 17 miles each around the island of Alameda. Start and finish line were in front of the new California Speedboat Association clubhouse. Russ Spacy of Fresno, California, was the overall winner and class B winner with an elapsed time of 2 hours 17 minutes and 52 seconds for an average speed of 36.99 MPH in his Mercury powered hull. By winning Russ picked up 2 trophies, one plaque, an outboard motor, a boat, radio and several smaller items.

The first boats were away about 10:30 and the last class at 11:00. Progress of the racers and checks were maintained by radio and aircraft as well as picket boats from the club and the coast guard auxiliary. The radio were members of the Oakland Radio Club located at five different points with the control being maintained at the finish line.

Four boats flipped, a couple went dredging a new channel, two others ran dry motors too hot too long and the balance of the nonfinishers just had motor trouble of one kind or another.

All of the boats that finished, however, had prizes waiting for them. This was one of those races where everybody gets a prize. Outboard motors, propellers, radio, oil, cushions, merchandise orders galore as well as cash prizes.

The best speed was made by Paul Rawn with his Evinrude motor when he was timed at 40.43 MPH for one lap of 17 miles.

Here is a quick rundown on the first three winners in each class, first, second and third in order named:

Class A-1 21.09 mph
Ed West from Orinda—Champion
H. Norton, Oakland—Scott Alwater
Ed Halcraft, Oakland—Scott Alwater

Class A-2 27.81 mph
Bud David, Modesto—Mercury
L. R. Hoisington, Oakland—Mercury
Frank W Rutledge, San Rafael—Mercury

by Paul C. Tracy

Class B	36.99 mph
Russ Spacy, Fresno—Mercury	
George Larsen, Fresno—Mercury	
Dutch Van Tassel, Fresno—Mercury	
Philip Watari, Sanger—Mercury	
Class C	32.14 mph
Lee R. Burris, Gardena—Johnson	
Bob Jacobson, Seattle—Johnson	
Class D	40.03 mph
N. Homewood Jr., Santa Ana—Mercury	
Dr. E. W. George, Arcadia—Mercury	
Class E	31.49 mph
W. A. Granberg, Orinda—Evinrude	
Ed Jacobsen, Seattle—Evinrude	
Class F	40.43 mph
Paul Rawn, Oakland—Evinrude	
Harold Raymond, Oakland—Evinrude	

Bellingham Yacht Club

New commodore of the Bellingham Yacht Club, Bellingham, Washington, is Kenneth G. Hein, elected November 17. Vice commodore is H. R. Main; rear commodore, Edgar Bell Black, Jr.; secretary-treasurer, Robert Anderson.

Washington Harbors Study Pushed By U.S. Engineers

A long-term program of harbor improvement in the state of Washington is being studied by the Corps of Engineers, U.S. Army. All fishing boat owners in Washington are being asked to cooperate through a questionnaire issued through the co-operation of the Washington State Department of Fisheries.

In estimating the benefits to be expected from construction of fishing harbors, the engineers seek reliable information on fishermen's costs and records on loss of life, craft, gear and fish at sea or in harbors.

There is also no first-hand information as to which harbors are the most convenient for the fishermen and what improvements are needed.

To get such data for Alaska a questionnaire was distributed last summer and returns were used in preparing a long-term program for harbor improvement in all Alaska.



Start of Class B (upper photo) in which 22 started on the 85-mile Alameda marathon. Center photo shows the winning boat driven by Russ Spacy of Fresno as he passes the judge's stand. Lower photo shows the easy loading and launching ramp at the California Speedboat Association's new clubhouse.—Paul C. Tracy photos.

A Song and a Ship to Sing It-- "Let The Lower Lights Be Burning"

by Mickey Aitken

THE *M. V. Lower Light*, a converted air-rescue boat, left Tacoma in August for British Columbia and the Alaskan Peninsula on her maiden voyage as a missionary craft. Recently purchased from the Tacoma Boat Mart, she was already well adapted for the Alaskan gospel cruise which the Reverend R. Robert Crawford, general overseer of the Apostolic Faith Church, in Portland, Oregon, has had in mind for some time.

Although this is its first trip to Alaska, the Apostolic Faith Church has carried on an extensive work of evangelism by boat on the Pacific Coast. The new *Lower Light* is its sixth and largest vessel; but for 27 years this progressive church has used smaller craft in missionary work in isolated communities and islands in Puget Sound.

Supplementing that work, a 28-foot cruiser, the *Vigilance*, is used on the Columbia and Willamette Rivers, especially in the harbor of Portland and of Vancouver, Washington, where ocean-going ships from many foreign countries are visited. Hundreds of seamen visit the Portland church during the year.

Reverend Crawford, the captain and navigator of the *Lower Light*, has always been enthusiastic about the use of every available means for spreading the gospel. A minister of the gospel for more than 40 years, he became a real "Sky Pilot," back in 1920-1925, when he flew his own plane throughout the Northwest in missionary efforts.

For many years he has desired a seaworthy vessel for more extensive work along the West Coast. The *Lower Light*, as converted by Riggs Brothers of Tacoma Boat Mart, more than suited the requirements. Since conversion, this vessel accommo-

dates 29 persons, which feature is necessary for large scale missionary endeavors.

The hull of the *Lower Light*, unchanged from the original basic plan, has 1¾-inch fir planking, steel bulkheads, and is stiffened by longitudinal girders. Ribs are of bent oak.

A bulwark, full length of the vessel, was added, and everything above the main deck was rebuilt to a design in keeping with her new work. A distinctive feature of the new superstructure is the elevated pilot house which gives vision aft as well as on three sides, and may be entered from the outside or from the galley.

Continuous, large windows replaced the smaller ones, giving more light and better view for the passengers. The original galley was below deck, but this space was converted into staterooms. The new galley was placed in the superstructure forward side, along with the dining salon. The galley is equipped with a diesel oil-burning range, double sink, and built-in mahogany cupboards.

Between the galley and the dining salon, large refrigeration lockers have been installed. The dining salon, paneled in mahogany, seats twelve persons, with room for a 12-cubic-foot deep freeze. Aft is the mahogany-paneled lounge which will be used for some small gospel services.

In small harbors and among the fishing fleets, music and preaching will be broadcast by means of a 30-inch 25-watt Atlas loudspeaker mounted on the wheelhouse. Also on board is tape recording equipment which plays music previously tran-



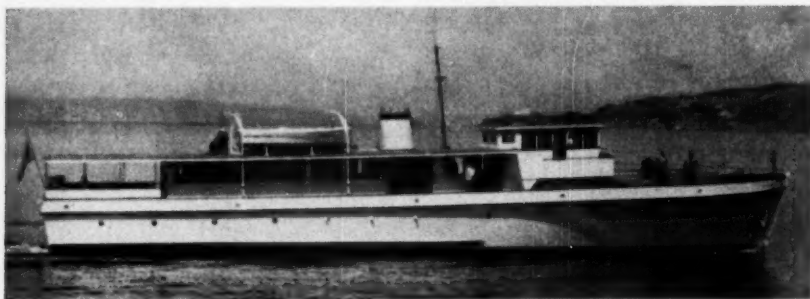
Captain R. Robert Crawford (center) of the *Lower Light* with two of his assistants, Ivan Wilson (left) and Chief Engineer Ruel Green.

scribed at the headquarters church. When the *Lower Light* docks, the old gospel hymn, "Let the Lower Lights Be Burning," will announce her arrival.

Below deck and aft, in place of the former rescue ward, are four staterooms and the captain's quarters. Forward are six staterooms with double berths, the crew's quarters with four upper and lower berths, clothes lockers, a shower, and a blue-tiled bathroom with tub.

The *Lower Light* has a speed of 10½ knots at 1,600 rpm with her three 165-hp GM diesel engines. She has a Twin-Disc clutch, 3-to-1 reduction gears, which drive 40-inch propellers. One 20-kw GM auxiliary 110-volt generator provides electricity for light, heat and utilities.

She has a cruising range of 2,000 miles. Her fuel capacity is 4,000 gallons; water, 1,000. She has a Metal Marine automatic pilot, RCA direction finder, Cunningham air-horn, Richie compass, and a new Intervox model 100 radiotelephone. Two hundred and fifty feet of anchor chain two Danforth anchors guarantee absolute safety in any harbor.



The 104-foot *Lower Light* will rescue human souls.



On the tricky Colorado River course the West's biggest outboard marathon was run October 1. Here is the Class D fleet rounding the first turn en route from Needles to Parker Dam.

Colorado Marathon Breaks All Records

IN an action-filled day which saw every existing meet record stricken out of the books, several hundred outboard racing enthusiasts went through their paces recently in the third annual Colorado River Marathon from Needles, California, to Parker Dam and return.

From the moment that little Lloyd Huse crossed the finish line in his Class "A" Rockholt, it was evident to the thousands of spectators that the day for stock utility outboards would be a record-breaker. Huse, the mayor of Yuba City, Calif., and a Navy veteran with service in the South Pacific during World War II, erased the Class "A" mark of 28.51 mph with a speed of 38.12 mph.

Thirty-year-old Huse has been racing since 1938, and in 1940 broke the world's class "C" Service record. His time was a speedy 2 hours, 8 minutes, 10 seconds, for the 85-mile grind. A 7½-hp Mercury Rocket Hurricane motor powered him to victory—which, incidentally, was good for \$100 in prize money from

General Petroleum Corporation. Huse used Mobilgas and Mobiloil Outboard in his boat, as did every other class winner.

Emerging as the sweepstakes winner was 42-year-old Lee Burris of Gardena, California, who averaged 34.94 mph in his Class "C" Wincraft with a Johnson 22-hp motor. By breaking the existing meet mark of 33.43 mph, Burris collected

\$150 from General Petroleum as well as a number of trophies and merchandise certificates from other interested groups.

A repeater from the 1949 Marathon was Wayne Rudasill, 32, of Needles, California, who bettered his old mark of 36.67 mph with a swift run of 45.58 mph. Rudasill was the only 1949 winner to repeat this year. He guided a Fleetliner Boat



Winning boats in the Colorado River marathon. Harold Gaston averaged 41.13 mph in his Inland boat to win Class E competition (left). Lloyd Huse, driving a Rockholt boat, broke the record for the Class A stock utility outboards with a speed of 38.12 mph (right).

All Records Smashed

in
Colorado River Marathon

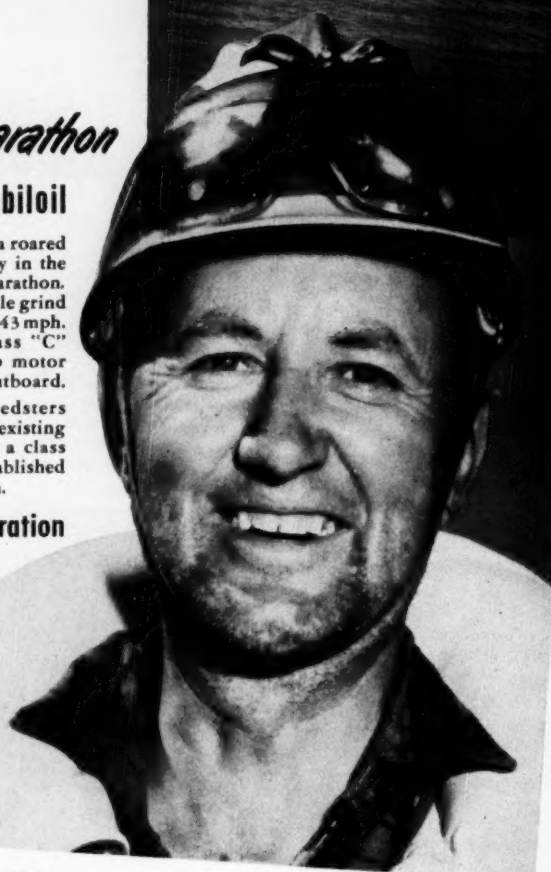
with Mobilgas and Mobiloil

Lee Burris of Gardena, California roared away with the sweepstakes money in the Third Annual Colorado River Marathon. His 34.94 mph average for the 85 mile grind broke the existing meet mark of 33.43 mph. Burris' combination was a Class "C" Wincraft with a Johnson 22 hp motor using Mobilgas and Mobiloil Outboard.

At the same time, other speedsters representing 12 states broke every existing meet record to put the event in a class equal in importance to the long established Albany, N. Y. Outboard Marathon.

General Petroleum Corporation

*—converting nature's gift
to better living.*





Colorado River marathon winners. From left, L. A. "Andy" Andrews, Class D; Wayne Rudasill, Class B; Paul Rawn, Class F; Harold "Gaston's Galley" Gaston, Class E; Lee Burris, Class C and sweepstakes winner.

with a 10-hp Mercury Hurricane motor to the class "B" title, and similarly won a \$100 cash award from General Petroleum.

Racking up the fastest time of the day was L. A. "Andy" Andrews, 40-year-old racing veteran from Needles, who averaged 50.19 mph in his large Speedliner with a 25-hp Mercury engine. The old Class "D" mark was 46.45 mph. Andrews likewise pocketed a General Petroleum cash award of \$100 for his efforts.

From Banning, California, Harold Gaston, 41, took top honors in the Class "E" competition with the fleet time of 40.13 mph. He piloted an Inland boat with a 33½-hp Evinrude Speedifour around the tricky course in 2 hours, 7 minutes, 4 seconds, for a \$100 check from General Petroleum.

First finisher among the Class "F" speedsters was Paul Rawn who drove to Needles from his home town of Oakland, California. The long ride apparently didn't effect his ability as his speed of 45.08 mph will attest. Rawn's mark was almost four miles per hour faster than the 1949 record, and of course, was good for \$100 from General Petroleum. He raced an Inland boat with a 50-hp Evinrude motor.

As a result of newsreel coverage obtained on this year's event, the Colorado River Marathon will be seen on thousands of movie screens across the nation. Norman Alley, veteran MGM News of the Day cameraman, filmed the marathon by boat and airplane and reportedly gave the event the finest coverage it has received in its three-year history.

Boats from 12 states were represented in the marathon, which now is considered by many sportsmen as equal in importance to the long established Albany, N. Y., outboard marathon.

Lake Mead, Salton Sea Regattas Bring Big Boats from East

THE big racing events in California in November were scheduled to be the fifth annual Lake Mead Regatta, November 10-14, and the Salton Sea Regatta, November 17-20. The famed Pacific Motor Boat Trophy will be put up at the latter contest.

C. King Brugman, president of the American Power Boat Association, has announced that the A. P. B. A. will hold its annual meeting at Las Vegas, Nevada, November 13.

Word has been received from Detroit as Pacific Motor Boat goes to press that Jack Schaefer's *Such Crust* and Horace Dodge's *My*

Sweetie II are on their way to the California contests.

Representing the West Coast may be Stanley S. Sayres' *Slo-Mo-Shun IV*, which trounced *Such Crust* and *My Sweetie* soundly at Detroit last summer. Sayres was having difficulty finding licensed interstate transportation to transport his big Gold Cupper to Nevada.

Other boats present will include the West's fastest 125's and 225's, who are also eligible to race for the Pacific Motor Boat Trophy. Speedboats must now make 65 mph to qualify for this historic Pacific Coast trophy.

Queen City Yacht Club

New officers of the Queen City Yacht Club, Seattle, include Ray Hacker, commodore; Rhodes Spencer, vice commodore; Ted Harris, rear commodore; Floyd Somers, secretary; Al Kurtzman, treasurer.



The speedboat world's most coveted trophies were exhibited in Seattle in October by Stanley S. Sayres, owner of *Slo-Mo-Shun IV*. At left is the Gold Cup, won in national competition in Detroit last July. Center is the Martini & Rossi perpetual trophy for the fastest lap in the Gold Cup. At right Sayres is leaning on the case containing the international Harmsworth trophy, captured in Detroit on Labor Day. The Gold Cup races will be held in Seattle next year on August 4.



Following a predicted log race on Roosevelt Lake, the Grand Coulee Dam Yacht Club rendezvoused at Fort Spokane. The course was from Grand Coulee dam to the Spokane River bridge, about 50 miles.

Inland Boatmen Hold Predicted Log Race On Roosevelt Lake

PREDICTED log racing, a sport originating on the Northwest coast, is now practiced on the winding waters of 151-mile long Roosevelt Lake by the Grand Coulee Dam Yacht Club.

The latest race was run on a perfect Indian summer day in late September over a 50-mile course from the Grand Coulee dam to the Spokane River bridge near the mouth of the Spokane River. Winner was the Sea Scouts in the *Jolly Roger*, skippered by Edwin "Bud" Burley, with a percentage error of only 1.005,

cumulated over seven control points.

Second was Jack Berry's *Miss Whitestone*, 1.08 per cent error; third, Harry Mitchell's *Carolyn*, 1.32 per cent; fourth, Frank A. Bank's *Julie Ann*, 1.9 per cent.

Eleven boats participated in the race and were present for the rendezvous at Fort Spokane, a boat landing operated by the Coulee Dam Navigation Company. Park facilities ashore afforded the potluck supper, bonfire and weiner roast that followed.

The following day the yachtsmen returned to Coulee Dam with the *Julie Ann* leading the others in parade formation to participate in ceremonies that marked Frank A. Bank's retirement as district manager of the Columbia Basin Project.

Seattle Yacht Club Elects

Dr. Phil Smith was renamed commodore of the Seattle Yacht Club following a recent election. Other officers named were Lawrence Calvert, vice-commodore; Howard Richmond, rear commodore; Frank Hiscock, secretary, and Jack Warburton, treasurer. Trustees are Middleton M. Chism, Judge Frank D. James, Anderson S. Joy and Stanley S. Sayres.

Correction:

Bender Sets Marine Stadium Record in Labor Day Meet

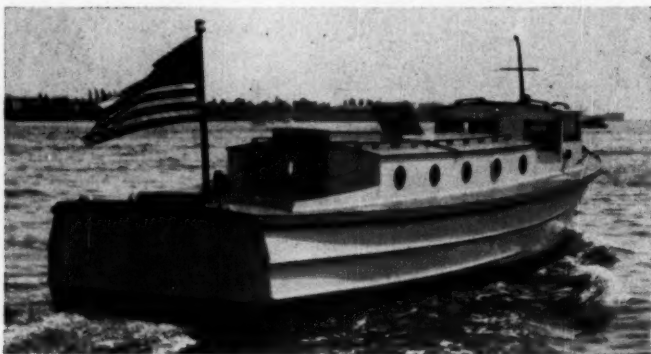
In addition to taking the Div. I 225 cubic-inch hydro honors in the Labor Day race in Los Angeles' Marine Stadium, Ernest Bender's *Thunderbolt* also had the fastest qualifying time of the day. He set a new Marine Stadium record, some two or three miles per hour over the old record.

It was erroneously stated in the November, 1950, *Pacific Motor Boat* that Morlan Visel's *Hurricane* had the best qualifying time.

Chris-Crafts Sold In Stockton

Ted Dye, Stockton, recently took delivery of a 23-foot Chris-Craft Holiday from the R. E. Olson Co., Stockton, California.

George Schultz, Palo Alto, purchased a 27-foot Chris-Craft cruiser, powered with a Chris-Craft engine, from R. E. Olson. Lester Kerns, Modesto, has taken delivery of a 23-foot Chris-Craft from the same company. A 17-foot Chris-Craft runabout was delivered to Henry Ducot, LaGrange.



First official duty of one of two Los Angeles police department harbor patrol boats shown here was to dump about two tons of confiscated weapons. The two 38-foot boats are powered with 125-hp diesel engines and are equipped with two-way radios. The craft patrol the many waterways and anchorages of San Pedro and Wilmington harbors.

Tacoma Yards Jammed With New Tuna Boats

TACOMA yards are busy with the greatest flood of boat building orders received in recent years. At the time of this writing there were 14 tuna boats under construction, with more orders on hand than could be filled. In addition, there was reported four more tuna boats building in Southern California.

Puget Sound Boat Building Company has now three 105-foot tuna clippers under construction. These will be built from new designs by James Petrich, naval architect for the yard. The boats are for the Messrs. Roza, Cardoza and Perry of San Diego. Two will be powered by 600-hp Enterprise diesels and the third will be powered by a 600-hp Cooper-Bessemer. Each vessel will be equipped with two 75-kw generators.

Pacific Boat Building Company, owned by John Breskovich, has been sold to Arne Strom and Haldor Dahl, who also own the Tacoma Boat Building Company. First vessel to be built in the yard under the new ownership is a 144-foot tuna clipper. Owners are Leslie V. Esposito and Nick Trutanich of San Pedro. Power will be a 1500-hp Fairbanks-Morse opposed piston diesel. The vessel was designed by Arthur DeFever of San Pedro.

At the Tacoma Boat Building

Company the keel was laid September 1 for the *Saratoga*, a 120-foot tuna clipper for Edward Madruga of San Diego. Power will be an 800-hp supercharged Enterprise diesel. She will be the first tuna vessel to be equipped with the new GM 6-110 diesel which will drive a 100-kw generator set.

The *Saratoga* will be similar to the *Countess*, launched August 22, except a foot beamier, 27½ feet. The *Countess* is owned by Antonio Francisco of San Diego and is powered by a 600-hp Washington diesel.

Also nearing completion at this yard is a 91-footer, the *Cape San Vincent*, which was launched the end of September. Power is a 400-hp Enterprise diesel. Owner is Vincent Gann of San Diego.

Building at Birchfield Boiler, Inc., for Tacoma Boat Building Company is a 121-foot steel hull, which will be fitted out by Tacoma Boat Building Company as a tuna clipper, the *Jeanne Lynn*, for O. W. Martin of San Diego. Power will be a 1200 G. M. diesel.

Building at the J. M. Martinac Shipbuilding Corporation are three 118-foot tuna clippers, sister ships. First of these vessels is building for Joe Correia and Sons of San Diego. Power will be a 600-hp Superior diesel. A second is for Andrew Morthland and associates. A third,

for Capt. Manuel Silva and his two sons, will be powered by a 600-hp Enterprise diesel.

Peterson Boat Building Company of Tacoma has two 96-foot tuna clippers on the ways. One is the *Golden Glow* for Anthony Madruga of San Diego. Power will be a 400-hp Enterprise diesel. The other is the *Miss California* for Manuel J. Sousa.

Western Boat Building Co. of Tacoma is building a 100-footer to replace the one lost by fire last fall.

In addition there are two 130-footers under construction at the National Iron Works in San Pedro, which will be powered by 8-cylinder 850-hp Enterprise diesels, driving through 2-to-1 reverse gears. Several other tuna clippers are also on the ways in San Pedro and San Diego yards, including one at the Campbell Machine Co.

Commodores Sail In Elimination Series at Newport

Something new and enduring has entered the array of annual yachting fixtures in the southland, thanks to the gesture, made October 14 and 15 by the Newport Ocean Sailing Association—and the response by some 20 commodores and race chairmen or committeemen of as many yacht clubs.

The new series for the beautiful silver Appreciation Trophy resolved into one of the saltiest you'd want. Most fittingly (for the first time, anyhow) the champion emerging after four elimination races aboard rent boats, was the commodore of Southern California Yachting Association—E. Gartzmann Gould of San Diego. Crew was Gartz's nine-year-old son Gary, a bona fide San Diego Yacht Club race committee member.

Next finishers in the first ten were Stephen Hall (and crew), San Diego YC; Commodore Parnell Tilley and Harold Wilkinson, San Luis Obispo; Commodore W. E. Lewis and Paul Platt, Santa Monica; Commodore Ed Lauck and George Lane, Cabrillo Beach; Commodore Michele Perriere and Art Alpin, Malibu; Commodore William Pirie and Carl Eichenlaub, Mission Bay; Commodore Harold Ayres and James Rogers, Hollywood, and Commodore Cliff Chapman with George L. Carrington, Lido Isle.—Bob Ruskau.



This new waterfront development by the city of Sandpoint, Idaho, on the northern tip of big Lake Pend Oreille has just been completed under a city bond issue, including the breakwater and W-shaped floating marina adjacent to the rebuilt municipal dock. A new low-level launching ramp and other facilities are available.—Ross Hall photo.

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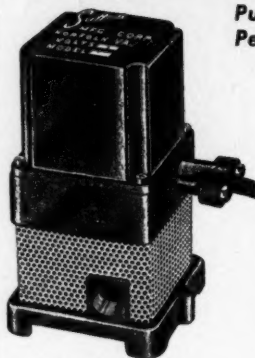
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SPECIFICATIONS	Model	Volt	Amps.	Pr. ea.
Height _____ 8 inches	PSM-6	6	6.8	\$29.50
Base Size _____ 4 3/4 x 4 3/4 inches	PSM-12	12	3.4	31.50
Outlet Size _____ 1/2-in. pipe thread	PSM-32	32	1.2	34.00
Screen Area _____ 45 square in.	PSM-110D	110DC	.33	37.00
Weight _____ 10 3/4 pounds				

WRITE FOR LITERATURE

Sutton Manufacturing Corp.
112 W. WILSON AVENUE NORFOLK, VIRGINIA

On the Practical Side...

Basic Rules for Fabricating Plexiglas Windows and Lights

The use of acrylic plastics, such as Plexiglas, is becoming increasingly popular on cruisers. This clear, shatter proof material is especially adapted for forming curved windows. In addition to windows, it has also found some use in circular hatch deck lights and port lights. A satisfactory job of cutting, forming and mounting Plexiglas can be done by any well-equipped boat yard.

The surface hardness of Plexiglas is roughly comparable to that of aluminum. Therefore, Plexiglas can be scratched in about the same manner as soft metals, so the gummed masking paper covering the sheet should be left in place as long as possible during the fabrication process, since it is easier to avoid scratches than to remove them. Although the paper may be left in place during layout, sawing, drilling and edge-finishing, it must be removed before heat-forming is done.

Ordinary dirt can be removed from Plexiglas with soap and water. Use pure soaps and do the cleaning with a very soft cloth. Oil or grease smears that do not wash off can be removed with a little kerosene or white gasoline, followed by the soapy water.

Plexiglas sheets can be cut smoothly with circular, band, or jig saws. An 8-inch circular saw blade, hollow ground, with no set, and about 7 to 10 teeth per inch, will give a smooth cut. A speed of about 8,000 feet per minute is recommended. A band saw blade may range from 22 teeth per inch for thin stock to the buttress-type for thicker material.

In drilling Plexiglas it is best to use commercial drills designed for such plastics. Such a drill has a slow spiral with highly polished flutes. Use a drilling speed of about 120 feet per minute. It is also possible to tap or thread Plexiglas satisfactorily with standard thread forms.

Because the coefficient of expansion of Plexiglas is considerably higher than that of metal, it is preferable not to mount it rigidly in a metal frame. If this must be done, the fastening holes should be drilled considerably oversize in order to prevent cracking caused by the expansion and contraction. It is better to use the customary mounting type

channels, with channel gaskets of rubber, felt, etc.

In mounting Plexiglas to wood with bolts or screws, the holes should be drilled considerably oversize, and a small rubber grommet or washer should be placed under the head of the bolt or screw.

Curved panels of Plexiglas should never be installed by merely bending the sheet and forcing it into position. They should always be hot-formed to the desired contour before being mounted. Heat the sheet, after removing the masking paper, to about 275° F., from 10 to 15 minutes. Hold the sheet in place on a form, which should be covered with felt or other suitable material to prevent mark-off, until it cools, and then install.—Frank Leigh.



Mounting remote controls on an outboard: the gear shift control attachment is mounted on two cover studs, and the throttle control bracket is attached by two screws, as shown.

Remote Controls for Outboards

Carver Craft of Costa Mesa, California, has developed a special remote throttle control from the steering wheel for an outboard motor such as the Evinrude Fastwin, with forward, neutral and reverse gear shift.

The special adaptation of the Kainer wheel, the motor attachments for the throttle and the column gear shift are the products of the skill of Joe Carver who says that the new controls can be hooked up in less than a minute and can't get out of adjustment while not hooked to the motor.

From wheel throttle to drum on the wheel base, 1/8-inch flexible stainless steel cable runs on the port

PMB readers are invited to send in their favorite nautical gadget ideas. If necessary to illustrate, sketches or photos should be submitted. Payment will be made upon publication.

side to the stern through two bowden housings for each control. These are run parallel to the motor. Throttle bracket is mounted on the motor by two screws.

The photo shows the attachment of the controls to the outboard.

In the case of the gear shift attachment, a small boss is attached with a screw to the inside of the hollow gear shift knob. The attachment itself drops down between the gear shift lever and the side of the motor with a small hook on the stainless cable falling over the boss in the gear shift mounting. The final hooking of the gear shift attachment is achieved by thumb screw into the forward cover stud.—H.M.C.

Emergency Funnel

It's easy to make a funnel for your outboard motor with a beer can (the kind with a neck). Cut out the bottom of the can and solder a piece of fine mesh screen in its place. Then place a piece of cloth around the neck of the can, holding it in place with a rubber band. The cloth and the screen are an aid in filtering.—O. B. C.

For Absorbing Excess Moisture

For absorbing excess moisture in boats during the winter, Silica Gel, a chemical, has been used by many yachtsmen with good results. Two quart cans are enough for a good-sized compartment and can be obtained for about a dollar a quart from any large chemical supply store.

The chemical absorbs moisture, turns from blue to white. Then it can be baked in the oven to remove the moisture and used again.—E. G. M.

Storing Outboards

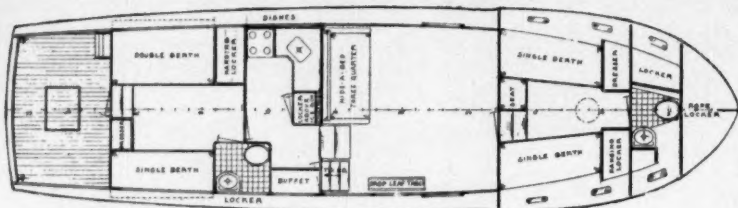
A good tip on storing your outboard motor for the winter is to remove the spark plugs and pour a small amount of light oil in each cylinder, then give the motor a few pulls to make sure all surfaces are coated. Replace the plugs and store the motor, hanging up in a warm dry place.—O. B. C.

Keeping Boats Dry in Winter

Electric brooder elements, obtainable at Sears & Roebuck's farm store, make a cheap, fireproof, reliable method of keeping boats dry during the winter. Hooked up to a shore line, they can be placed anywhere in the boat and are thermostatically controlled.—E. G. M.

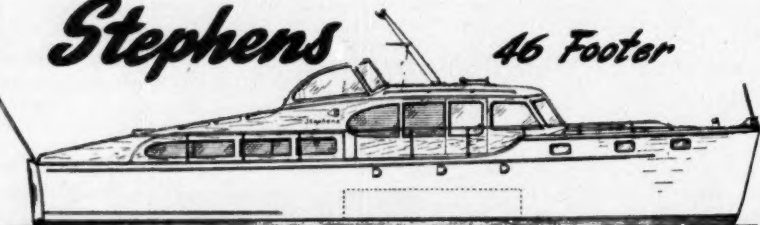


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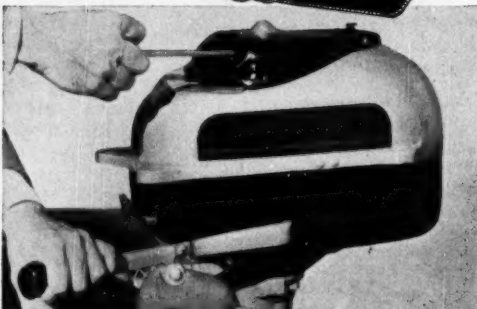
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Marine Products

Chris-Craft Makes 14-Foot Boat Kit for Home Builders

A new 14-foot row boat kit with all the parts done up in a sturdy package and ready for home assembly was recently announced by Wayne Pickell, Chris-Craft general sales manager. Specifications of the new model are: length 13 feet, 9 inches, beam 53 1/4 inches amidship, and 48 inches at the transom. Depth is 15 inches and the assembled boat weighs 180 pounds.

The new kit contains genuine Philippine mahogany ribs, transom reinforcing frame and knees, stem and stem knees, three seats and seat risers, keel, gussets, floor keepers, coaming, fender rails, chines and breasthook. Also included are a generous supply of brass screws, a special screw driver, seam com-



The new 14-foot Chris-Craft kit rowboat.

pound, oarlocks and an illustrated instruction folder.

This boat can be assembled in about 12 to 16 hours. It is said that factory tests show speeds in excess of 15 mph with a 5 1/2-hp outboard motor.

Other models included in the Chris-Craft kit line are an 8-foot pram weighing only 60 pounds.

New Nordberg Bulletin Available

Publication of an eight-page, two-color bulletin describing and illustrating Nordberg Gasoline Marine Engines is announced by Nordberg Manufacturing Company, Milwaukee 7, Wisconsin.

Bulletin 143-C details the advance construction features and gives specifications of the three basic, six-cylinder, 90 to 135 hp. models of Nordberg gasoline marine engines.

Illustrations show the Nordberg clutch and reverse reduction gear assembly. A chart gives horsepower

ratings at both engine and propeller rpm for direct and reduction gear drive.

Onan Products Listed in Booklet

D. W. Onan & Sons Inc., Minneapolis, Minnesota, manufacturers of electric generating equipment, and an active exporter for many years, has prepared an interesting booklet describing the entire line of Onan Products available to the export market.

Included in this 12-page folder is a list of suggestions for negotiating export documents. These suggestions are the result of Onans' years of experience in the export market and will assist overseas importers in the preparation of such documents necessary in the import-export trade.

Marina Mart Features Christmas Present Suggestions for Boatmen

In line with its usual practice for a number of years, Marina Mart of Seattle for the Christmas season is featuring items that are especially suitable as presents for either yachtmen or work boat skippers.

Among the goods on display are various well-known makes in various sizes and prices of the following items: binoculars, barometers, compasses, flags, deck shoes, yachting caps, fishing tackle, rigging knives,



One of the Christmas present suggestions by Marina Mart

speed indicators. Also its very complete electronic department features well-known makes of radios, radiophones, television and the photo-electric automatic pilot.

New CQR Plow Anchor Brochure Published by Maxim Silencer Co.

A new six-page brochure describing the latest model of the CQR Plow Anchor has just been issued by



the Maxim Silencer Company of Hartford, Connecticut. Profusely illustrated, this piece shows commercial and pleasure craft now using the CQR, as well as photographs taken during anchor tests. Also shown are the new Maxim Hawsepipe and specially designed Maxim anchor chocks. One page is devoted to practical hints on anchoring procedure.

Sea Lyon Plastics Boats

A 12-foot utility fishing boat and a 14-foot family utility craft of laminated Fiberglas construction is being produced by naval architect Robert C. Lyon of Sierra Madre, California, under the name of Sea Lyon.

The longitudinally stepped bottom of advanced design gives soft riding plus additional speed due to decrease of wetted surface and also increases the strength of the bottom. The design also gives more effective lateral plane resulting in stability on turns and an exceptionally able sea boat in rough water.

Unusual strength is obtained by the use of a curved laminated wooden transom backed up with Fiberglass and plastic covering. Both craft are V-bottom forward and rounded bilge aft. The spray rail is molded into the forward chine. Either boat is designed for use with motors from 5 to 25 hp.



The 12-foot Sea Lyon has a plastic hull.



Ellisie is the first of the new 35-foot Steelcraft sedans to come to the Northwest this year. Owner is William P. Ellis, Portland, who is active in the Portland Power Squadron, Portland Yacht Club, and U.S.C.G.A. flotilla 74. The hull lines and interior arrangement show the marked development displayed by smaller Steelcraft. Power is provided by twin 100-hp Packards. The lower photo shows the finger-tip, hydraulic controls, with Ellis at left and L. K. Martini, Martini & Grenfell, northwest Steelcraft distributors, at right.—Barber photo

12th District U.S.C.G.A. Rendezvous in Oakland

The Fourth Annual 12th Coast Guard Auxiliary District Rendezvous was a great success, according to the more than 200 participants.

The two day event was hosted by Oakland Flotilla No. 22 using the facilities of the Oakland Yacht Club. Flotilla Commander Carl Jacobsen and his committee had the full cooperation of Commodore Ferd Strong, Oakland Yacht Club, and the members of the Oakland Yacht Club.

Stockton Flotilla No. 33 walked off with the attendance trophy, having 45 per cent of its total enrollment present. Bert Bonstin, Alameda Flotilla No. 23, skipper of the *Genevieve* took first place in the Bang-and-Go-Back race, with Floyd Edmonds, Vallejo Flotilla No. 51, second, with his Capt. Wm. Shelley.

Cummins Adds Storage Building To Columbus, Indiana, Plant

The largest single expansion at one time in its 30-year history is announced by Cummins Engine Company, Inc., of Columbus, Ind. Construction of a new storage building, 200 feet wide and 460 feet long, will begin immediately, making available 2.1 acres of land under one roof and adding 92,000 square feet of floor space to the factory facilities.

New Alaskan Charts Issued

The U. S. Coast and Geodetic Survey has issued three new charts, two in the Bristol Bay area, and one in the Nome area, Alaska.

New chart 9051 covers Kvichak Bay and Approaches. New chart 9052 covers Nushagak Bay and Approaches. It cancels former chart 9050 of the same area. New chart 9383 covers Nome Harbor and Approaches.

California Bill Aims at Safety Inspection of Passenger Boats

A bill, vitally affecting California's large fleet of commercial sportfishing boats, is being prepared by Kenneth R. Marshall, yacht brokerage commissioner of California. The bill would compel owners of all small craft intended to carry passengers to submit to state inspection and to meet safety requirements.

The bill is being drafted with the assistance of Capt. Lorcan F. Crawford and Capt. E. F. Manning. It would call for inspection and licensing of passenger boats of under 15 tons and under 65 feet in length which are not under Coast Guard jurisdiction as to safety requirements. The measure would provide for licensing of surveyors who would inspect vessels of applicants for license.

Enterprise Engine Consolidates With Adel and General Metals

Enterprise Engine and Foundry Company, manufacturer of marine and stationary diesel engines, process machinery and commercial oil burners, has changed its corporate identity to Enterprise Division, General Metals Corporation, with Paul I. Birchard named vice president and manager, according to an announcement by William E. Butts, head of Enterprise operations.

The change became effective upon the consolidation of Enterprise with Adel Precision Products Company of Burbank, California, and General Metals Corporation, with California plants located at Los Angeles and Oakland and a third at Houston, Texas.

Officers of the new corporation include William A. DeRidder, long-time head of both General Metals and Adel, chairman of the board, W. E. Clayton, Jr., secretary and Roy C. Menzel, treasurer.

Principal officers of the Adel Division are Richard A. Stumm, vice-president of manufacturing and Fred T. Miller, vice-president of engineering and sales. For the Metals Division, Frank L. Stamm is vice-president at the Los Angeles plant, Harold W. Schmid at Houston, with Philip C. Rodger named vice-president and manager of the Oakland works.

Corporate offices of the newly formed consolidation are now located in San Francisco.



Charles E. Smith, Southern California distributor for Graymarine gasoline and diesel engines, Los Angeles, shown with his catch of three sailfish at Guaymas, Gulf of California. The marine engine and equipment specialist recently made a trip along the west coast of Mexico. The fishing trip to the prolific waters off Guaymas, was made in a Gray-powered Saffcraft, Calilia, owned by his friends, Murillo brothers, marine equipment dealers, Guaymas.

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COLUMBIA RIVER—Cruiser "Periwinkle" owned by Bart Woodyard, Portland.

PUGET SOUND—Cruiser "Saluda II" owned by F. E. Wilder, Olympia, Wash.



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The 18-Foot Storm King Cruiser has Speeds to 35 mph. A baby cruiser with the same proven lines of the Storm King 12, 14, and 16 ft. open boats and runabouts, is now available. The rugged plywood hull has the tested Storm King features, affords a soft ride at relatively high speeds. Two berths. Space for stove and toilet. Suitable for outboard or inboard.

Distributors: The Beebe Co., Portland, Oregon;
Bryant's Marina, Seattle, Wash.

MORRIS, INC. 14th St. Yacht Basin
Everett, Washington

Among the Bread-Earners

with Scuttle Butt Pete

Southern California Chatter

San Diego Marine Construction Company was authorized in late October to design and build an 820-hp tug for Captain Oakley J. Hall, president, Star & Crescent Boat Company, San Diego.

Designed by Charles Herms, yard architect, the wood tug is to be 90½ by 20½ by 11 feet 9 inches. The 820-hp General Motors diesel is estimated to give the vessel a working speed of 12 knots. Towing is to be handled by a single spool Markey level-wind winch. Generators and batteries will furnish power for a 110-volt d.c. system.

Completion of this tug will give the Star & Crescent one of the most complete and powerful line of workboats on the Pacific Coast. Primary job of this tug, to be completed early in 1951, is to be towing the 233-foot oil barge, S&C No. 23; and the 235-foot S&C No. 24 oil barge, now under construction at Alameda, California. . . .

Capt. John Stene, manager of Union Oil Company's marine department at Los Angeles harbor, is visiting his mother and other relatives in Norway. Captain Stene makes his home in San Pedro. . . . *Orca*, research vessel operated by the Sefton Foundation of San Diego, has returned from an expedition in California coastal waters where a fur-bearing seal, long considered extinct off the California coast, was found near San Nicolas Island. The *Orca* is now on a trip to Santa Barbara Island to harpoon porpoises. She is captained by Harry Kandie. . . . Capt. Samuel J. Baroni, 50, Los Angeles harbor department skipper for many years, died at his home in San Pedro in October. Death was by heart attack. As a youth he went to work as a tugboat deckhand and worked his way up to captain with master papers for steam and motor vessel. . . . San Diego Marine Construction Co. is now repairing 10 LCVPs for the navy. . . . A new shipbuilding company has been organized at Newport Beach. The Newport Beach Shipbuilding Inc. is headed by Walter B. Meliott, J. S. Barrett, Manley H. Clark and Walter Franz of the South Coast Co. A tentative lease has been asked for a

site near the Arches on Coast Highway. . . . Case-Connally Co., Long Beach, will moor two floats at Pebble Beach, Santa Catalina Island, for use in connection with the firm's quarry and rock-barge operations to the mainland. . . . San Diego's harbor department has begun construction on four new finger piers for commercial fishermen at Point Loma. . . . Operator of Los Angeles Harbor Department's derrick barge, Charles E. Bradbury, has retired after 29 years' service. He was given a party aboard the barge, moored at Berth 161, on his last day of work.

Around Puget Sound

Aye, mates, if you've had a hankering to read Capt. E. J. Stark's fanciful tall tale, "The Time We Had Wheels on the Simon Foss," you'll have your chance. Latest word from Jack Shipley and the Piling Busters up at Tacoma is that they have decided to incorporate. They'll call themselves the Piling Busters, Inc., and publish some 35,000 words of tall tales and true stores about towboating which poured in on Shipley last September.

All the tall tales, comical true stories, tales of sharp bits of towboating, and cartoons will appear in a 47-page booklet which Shipley and

his pile-busting friends will publish. About 200 copies will be put out in this first edition, which not only includes Capt. Starke's prize-winning masterpiece, but all the others.

Henry Foss, who acted as a master of ceremonies at the Tacoma meeting of the Piling Busters October 6, called it "one of the finest gatherings ever to be held on the Tacoma waterfront."

At the Tacoma meeting Shipley announced that yachtsmen contributed 85 per cent of the prizes, and that a prize of some sort went to every tall tale teller.

"Next year we hope to include the ferry fleet, the freight boats, and the yachtsmen, too," he said. "We're trying to build up relations between the tug boat people and the yachtsmen."

Plans are already cooking for another tall tales contest next year. They may even hold a picnic on some good clam beach on July 4. . . .

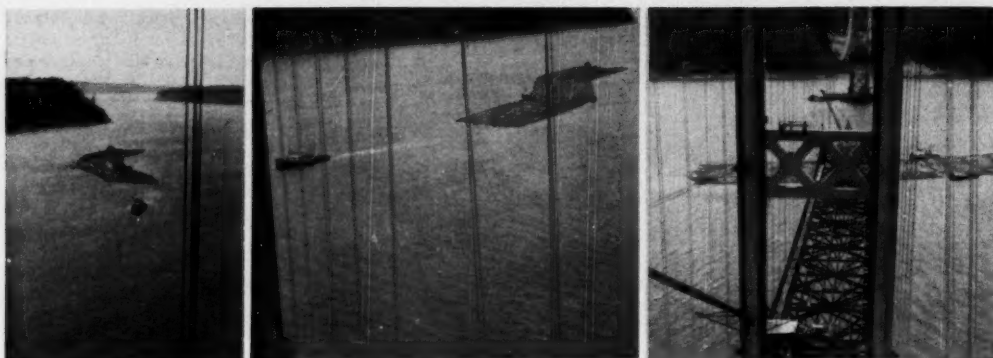
Two Puget Sound tugs, the *William* and the *Jim*, which were formerly operated by Puget Sound Towboat Company, have been sold, since the parent company, Puget Sound Bridge & Dredge Company, has gone out of the commercial towing business.

The *William*, a 65-footer powered by a 165-hp Murphy diesel, has been purchased by a new firm, the Northwest Towboat Co., Inc., operated in Seattle by Wayne H. Powell and H. C. Hill, both ex-Coast Guard men. The *William* has undergone extensive repairs and overhauling and is now used for general towing, with Powell at the helm.

The veteran tug, *Jim*, a 96-footer,



Piling Busters in Tacoma October 6: from left, Jack Shipley, Tacoma yachtsman who spark-plugged the contest; Capt. Walter (Yobby) Torgesen, comical true story winner; Capt. M. F. Galligan, sharp towboating story winner; Capt. Dave Livingston, 2nd prize winner in comical true division; Frank T. Walters, president of the International Power Boat Association, and president of the Tacoma Athletic Commission which helped sponsor the party. Seated at right are Capt. E. J. Stark, gold cup winner in tall tales contest; and Frank Heffernan, rear commodore of the Tacoma Yacht Club, who picked up the dinner tab from the towboat men's wives.



Precision work by four Foss tugs bring a huge south-bound log raft through the Tacoma Narrows.—Paul O. Anderson photos.

has been purchased by the Victoria Tug Co., Ltd., and also has been overhauled, and renamed the *Sirmac*. . . .

Teamwork in the Foss Fleet

Maneuvering a 72-section log raft through the Tacoma Narrows can be a tricky piece of business when the current's running strong. The accompanying series of photos show how four Foss Launch & Tug Company tugs punched the big raft right under the middle of the new Tacoma Narrows bridge.

The tidal current was flooding fast when the *Justine Foss* approached the narrows with a big tow of hemlock logs from Ladysmith, B. C., bound for Shelton. Capt. Bill Turner with the *Foss 15* was coming down from Shelton to meet her, but because of the uncertainty of her arrival and because two more Foss tugs were available, the Tacoma dispatcher sent out the *Edith Foss*, skippered by Art Hofstad, and the *Iver Foss* with James Duffy.

The first photo shows the approach. Capt. Bill Stark with *Justine Foss* is pulling the head of the raft out toward the center of the channel. The *Iver Foss* is coaxing the stern end of the tow in the same direction. The *Edith Foss* is on the starboard side of the raft, and the *Foss 15* is on the port side, aiding in controlling the movement of the raft.

The center photo shows the raft beginning to straighten out as the *Justine Foss* is passing under the span. The other tugs are taking care that the current doesn't set the raft against the west pier of the bridge.

The third photo (left) shows that the raft has straightened out and is passing directly under the center of the main span. The *Edith Foss* and the *Foss 15* are just about to pass

under the bridge. The photos were taken while the bridge was under construction, before it was opened up for traffic in October.

The *Iver Foss* quit the tow at

Point Fosdick, and the *Justine* quit just south of McNeil Island, leaving the *Edith* and *Foss 15* to juggle the raft through crooked Hammersley Inlet, a few sections at a time.

Harbor Radar Guides Boats Through Fog

TO Captain Joe Gregory of B. C. Packers' 73-foot packer *Tatchu* goes the honor of being the first navigator to take his vessel into Vancouver harbor by "remote control."

During the first of last November fog hung so thick in Vancouver harbor that veteran skippers were having their troubles operating in waters as familiar to them as their own galley under normal conditions.

One of them was Gregory as he and the *Tatchu* approached Lion's Gate bridge at the harbor entrance. Gregory couldn't see the bridge, nor could the bridge signalman above—Bob Sneddon. But Sneddon was watching the little blob of light on the bridge radar apparatus, and the little blob was the *Tatchu*.

Sneddon signalled Gregory by radio telephone and told him he would guide the *Tatchu* to port if he followed instructions.

"We just left everything to the signalman on the bridge," reported Gregory. "The fog was so thick we couldn't see the second light on the mast. The tide was running out and with that fog we had just about decided to wait until daylight or until visibility improved before entering the harbor. Probably we could have made it, using our echo sounder and compass, but it wasn't worth the risk."

"Then I remembered the radar set on the bridge and telephoned the signalman. Radar took over after

that. They started to guide us when we were abreast of Point Atkinson, warned us when we were approaching two tugs with log booms and then off Brockton Point to'd us it was okay to turn into Coal Harbor.

"It's a good rig and I'm going to tell all the fishermen about it. Any boat with a standard 1630 kilocycle radio band for contacting the Lion's Gate Bridge has no excuse now for running aground in the Narrows."

It may be too early to draw conclusions, but representatives of the Canadian government who installed and operated the radar at Lion's Gate Bridge last year think they have made an important contribution to the tricky business of combating the fog hazard.

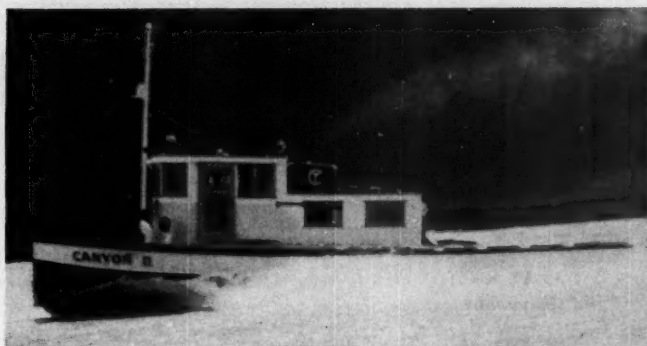
Radar technicians believe that the approaches to Vancouver harbor present an ideal setting for the use of radar as a guide to shipping of all classes providing it is equipped with radio telephone. But similar conditions may be present in other Pacific Coast ports where fog is a seasonal problem. Experiments with a view to determining the value of radar as an aid to navigation were initiated in Vancouver in 1948. While the equipment installed at the Lion's Gate Bridge signal station started out as a conventional Type 268 radar, the model currently carried on board many commercial steamships, today it resembles the Type 268 solely in external appearance and that only superficially. Practically every circuit was re-designed and

"tailored to fit." The end product represents a new departure in marine radar.

For instance, instead of the long-range features normally employed by ships at sea, the First Narrows set was given two ranges, one of 13,000 yards to cover approaches and one of 3000 yards for close work in and about the channel itself. As for minimum range, it was found feasible to reduce the duration of the pulse to $\frac{1}{4}$ microsecond (one four-millionth of a second), making it theoretically possible to "see" vessels passing under the bridge structure. To effect this, two antennas of radically new design were installed, revolving in unison.

The remote display, the one used by the operator, has a 12-inch cathode-ray tube and presents a picture ten inches in diameter. It possesses two other features regarded as unique. The standard method of range determination on a radar screen is by interpolation. In the display under discussion a single strobe may be moved along the time base at the will of the operator. He merely causes the resultant ring of light to coincide with the echo from his target and reads off the corresponding range from an illuminated counting device similar to that in an odometer.

Bringing the equipment into operation is simple; a master switch convenient to the operator's position is flipped over and electrical time delay switches automatically do the rest. Means are even provided of photographing the picture presented on the screen.



Fastest tug on the Fraser River? Jack Johnston, Canyon Towing Company, estimates the top speed of the Canyon II at 20 mph and while running light actually planes under full power. Towing ability is good. Engine is a G.M. 6-71 diesel. Length is 36 feet, beam 12 feet, and draft 26 inches with tunnel stern. Builder was the Star Shipyards, New Westminster, B.C. Plans by Edwin Monk-Lorne Garden were published in the November, 1950, Pacific Motor Boat.

Under the operating technique, approved by shipping men, operators of towboats and fishing craft, the radar operator's primary function is to broadcast, at such intervals as the state of the traffic may appear to warrant, the general position information on all vessels in the vicinity. Such broadcasts are made by radio telephone on a frequency of 1630 kilocycles and a typical broadcast might run like this:

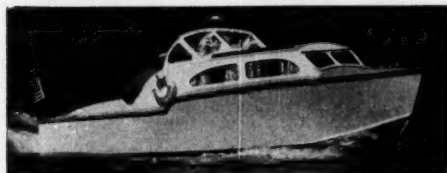
"First Narrows signal station position broadcast . . . Outbound vessels . . . a medium-sized ship about half mile south of Reardon Point and headed for Point Atkinson . . . railroad transfer ferry under tow off Calamity Spit . . . Inbound vessels

. . . medium-sized ship about three miles out and bearing approximately 270 degrees true . . . that is all."

Each master concerned thus has a general picture of the whole traffic situation and can take such action as may appear appropriate at the time. If he wants more specific information he can ask for it by radio telephone.

Boats Apprehended in Whidbey Island Restricted Area

Several boats, recently apprehended in the restricted water area off the westerly side of Whidbey Island, Washington, are now under investigation by the United States Coast Guard for unauthorized entry of a danger area.



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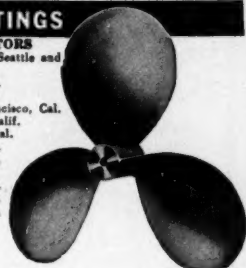
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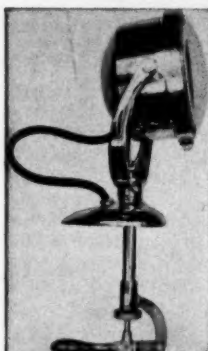
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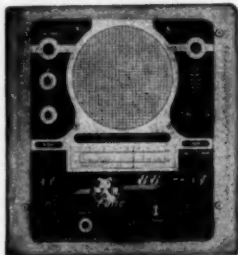
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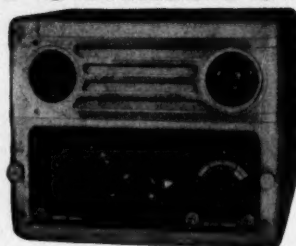
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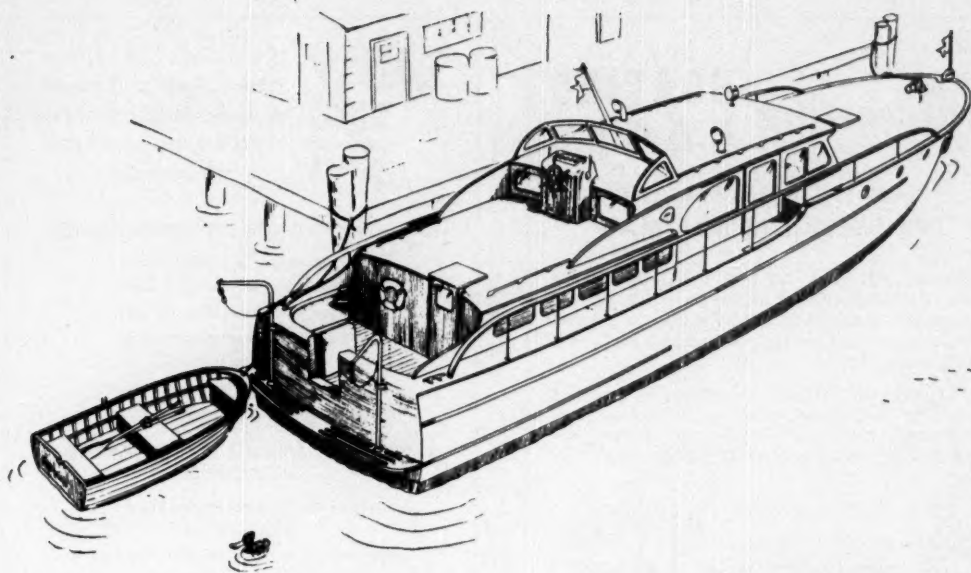


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Comfortable Quarters on 45-Foot Cruiser

FEATURES of the popular Northwest cruisers, as designed by Ed Monk & Lorne Garden, are shown to advantage in this gull's eye view of topside arrangements of a new 45-footer now nearing completion for A. E. Anderson of Vancouver, B. C.

The hull is similar to Ed Monk's *Alerion*, with the same flaring bow that assures easy entrance through lumpy seas. The detail of the flying bridge is clearly shown as well as the transom door and boarding platform which has been used in a majority of designs in the past three years by Ed Monk & Lorne Garden.

This cruiser will carry a dinghy swung on davits at the transom, a feature somewhat unusual for these

waters. This is not expected to interfere with the use of the boarding platform, but actually is expected to combine with the other stern arrangements into a useful and practical arrangement.

The new owner, a member of the Burrard Yacht Club, has cruised extensively and on the basis of past experience had specified the small cockpit aft, the very large galley and dining room combined, and the flying bridge and transom arrangements.

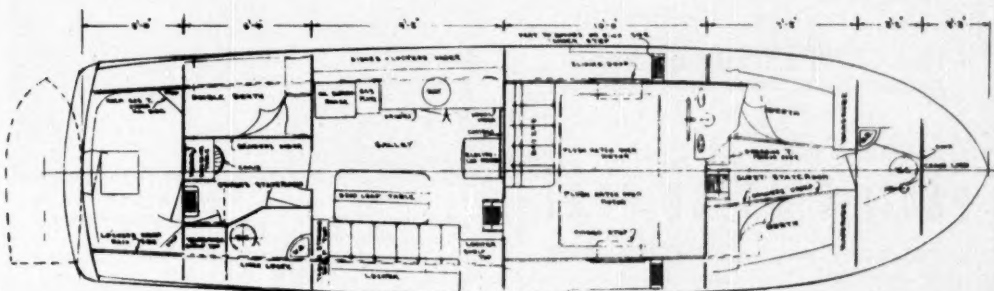
The combined galley-living room has an Electrolux gas refrigerator, hot and cold running water, and an Olympic oil burning range and gas plate. The remainder of the interior is conventional, with an owner's

stateroom aft, a pilot house and fo'c'sle forward.

Overall dimensions are 45 feet L. O. A., 12 feet 8 inches beam, and 3½ feet draft. Power is two Chrysler Crowns driving through 2½-to-1 reduction. Cruising speed is expected to be about 12 knots. She will carry 185 Imperial gallons gas, 200 Imperial gallons water.

The hull is of round-bottom, bent frame construction. Planking is 1½-inch red cedar topside with the wedged seam construction which is said to make a stronger, smoother job. Bottom planking is 1½-inch yellow cedar. The trunk, cabin sides, and all interior trim is teak.

The boat is being built by Allen's Boat Shop of North Vancouver, B. C.



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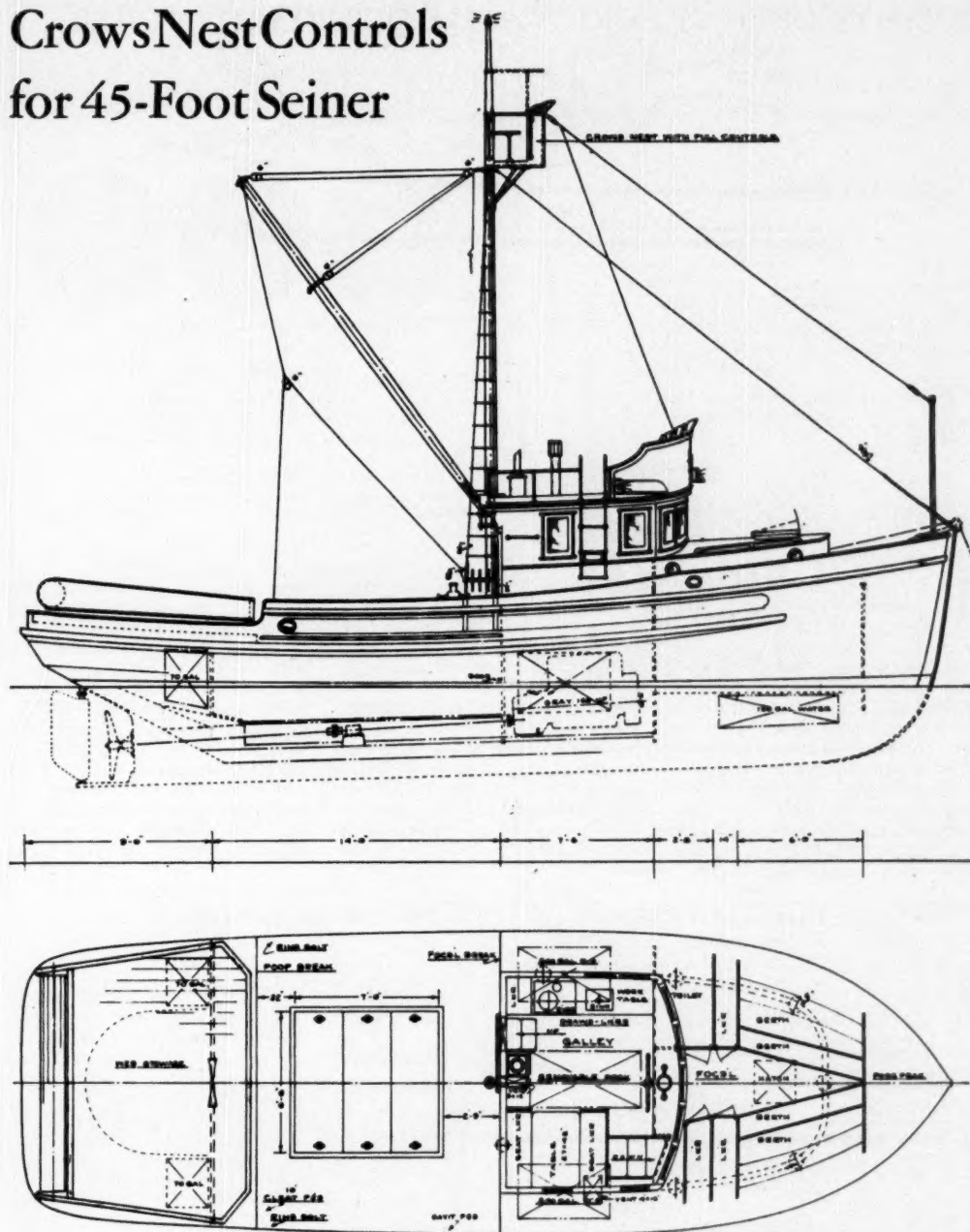


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CrowsNestControls for 45-Foot Seiner



There has been a definite interest in smaller seiners lately, according to Walter C. Howell, Bellingham, Washington, naval architect. The accompanying profile and arrangement plan is one of two 45-foot vessels designed for the Wrang shipyards of Bellingham as stock plans.

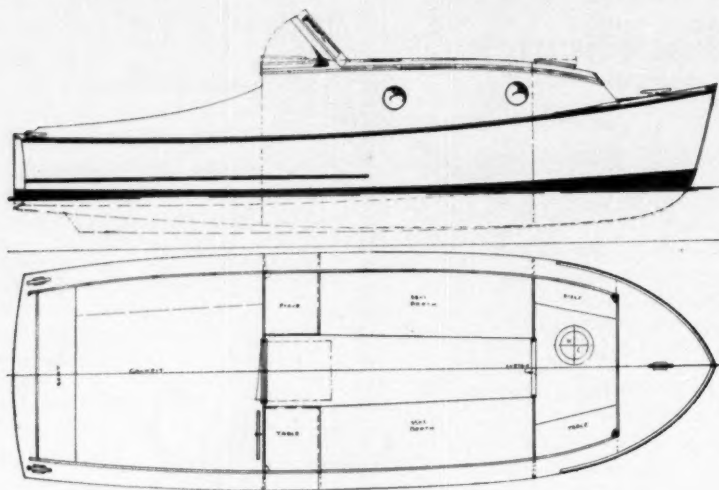
Beam is 14 feet and draft is 4 feet 7 inches. The boat is for Alaska. Power shown is a 165-hp. diesel, with Buda, Cummins, or G.M. optional.

An item of interest is the crows nest controls, with Sperry hydraulic throttle, clutch, and steering controls, and remote starting switch.

This is a four man boat with bunks in the fo'c'sle. The galley is in the pilot house.

Construction is on the heavy side for boats this size, with 8 by 10-inch fir keels, 10 by 12-inch keelsons, 2 by 3-inch white oak frames, 1 1/2-inch planking, and 1 1/2-inch decking.

HANSON DESIGNS 20-FOOT STEEL OUTBOARD CRUISER



IT isn't often that *Pacific Motor Boat* gets an opportunity to publish an H. C. Hanson design of a rugged, inexpensive, and fairly fast cruising boat. The accompanying profile and arrangement of a welded steel outboard cruiser should have considerable appeal to those who are interested in steel construction.

Only 20 feet long and 6 feet 8 inches beam, this little vessel has complete cruising accommodations for two persons, including an en-

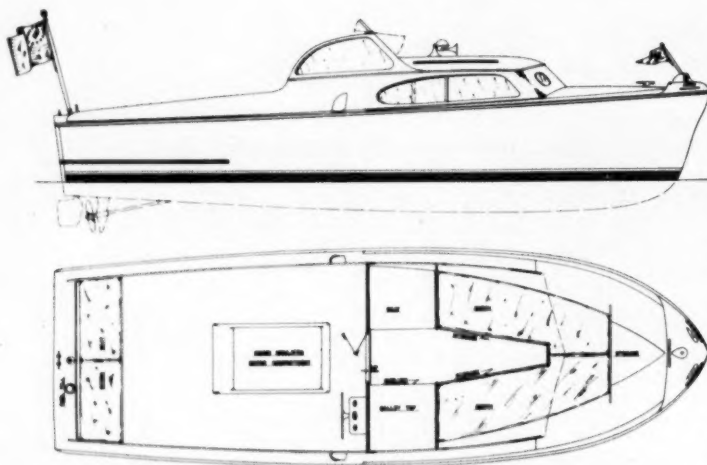
closed head, bunks, and stove. The design calls for V-bottom construction with a good flare in the bow to make it a seaworthy and dry boat. An iron skeg affords protection while beaching.

The owner is J. V. Dods of Lady-smith, B. C., who intends to use the boat for sportfishing and exploring the many miles of inside waters in the vicinity of his home town. Dods chose a reversible 24-hp outboard for economy and safety in operation and because of the reliability of the

new outboard reversing models. The owner has asked for a cruising speed of at least 10 mph.

Use of steel construction will make this boat about $\frac{1}{3}$ heavier than a similar plywood model, according to the designer. Steel plate of 1/16-inch will be used. Longitudinal stringers will be $\frac{1}{4}$ x 1 inch, with transverse frames of 2 x 1 x 3/16-inch T-bar. The hull has been designed for ease of building and the plans are adaptable for use with aluminum or plywood construction.

NEW 24-FOOT CHRIS-CRAFT EXPRESS CRUISER



RELAXATION and fun will be enjoyed in this new 24-foot express cruiser, offered by Chris-Craft in 1951. The profile and floor plan show the general arrangement.

Other dimensions are: beam, 7 feet 8 inches; draft 21 inches. The monel tank holds 40 gallons fuel. Engine options range from 60 to 145-hp., with speeds up to 33 mph for fast commuting.

For extended cruising, sink, fresh water system, ice box, folding top with side curtains and toilet are offered as additional equipment.

Hull construction is of Philippine mahogany with heavy sawn frames. The bottom is double planked with auxiliary and intermediate frames of oak. Sides are of batten seamed construction.



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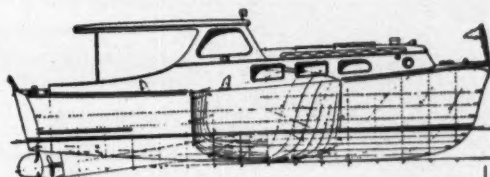
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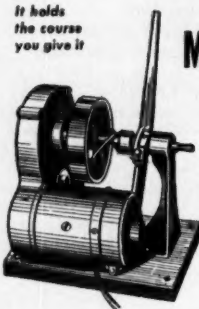


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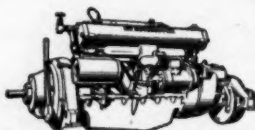
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424 EAST THIRD, LOS ANGELES 13

Vivian Engine Works Sold

Of wide interest in west coast marine, industrial and engineering circles was the recent acquisition of the Vancouver, B. C., engine building firm of Vivian Engine Works, Ltd., by the Brush Electrical Engineering Co., Ltd., England, whose subsidiaries include Associated British Oil Engines Group (Aboe), one of the world's largest in its field.

Negotiations were made by Sydney A. Lane, acting on behalf of the Brush organization of which he is a director. Henry B. Norris recently arrived in Vancouver from the United Kingdom to become general manager-director and vice-president of the newly-acquired company. Will Vivian, founder of the company and for many years its president, retains an interest in the concern and is a director.

Engines manufactured by the members of the Aboe group consisting of Mirrlees, Meadows, McLaren, National and Petter are marketed in 83 countries. It is the intention of the British owners not only to fulfil existing contracts for Vivian engines but to continue to produce certain types of Vivian engines. A range of diesel engines of British design will also be manufactured at the Vivian plant. The Vancouver company operates under the name of Vivian Diesels & Munitions, Ltd.

Sportfishing Company to Operate Diesel Cruiser to Anacapa I.

Hueneme Sportfisher, Inc., Oxnard, Calif., is developing plans for Anacapa Island where the company has been granted a five-year permit by the National Parks Service to operate concessions on the channel island. Already the company has started operating the *Vellron*, a 98-



Lister-Blackstone diesel engines were the prime topic at this gathering in the Seattle salesroom of Marine Equipment Co., Pacific Northwest distributor for the line. On the left is Bertram Fish, in charge of Lister-Blackstone, Inc., sales engineering, New York; H. J. "Hank" Kaiser, Lister-Blackstone's new Pacific Coast representative, with headquarters in San Francisco; E. N. "Bud" Baunsgard and R. N. "Pete" Puterson, owner, Marine Equipment Co., Seattle.

foot twin diesel-powered cabin cruiser. Boat moorings will form part of the development plan for the island.

In Those Days

(Continued from page 15)

from the lookout: "Whale, dead ahead!" There was no time for a signal to the engine room; just a sudden, sharp jar. Like running aground in mud. At eight knots, that can be quite a jar. Captain Lindstrom, caught off balance, lurched forward against the glass.

After giving the signal to stop the engines, the captain left the pilot house to see what was up. As he hit the outside air a terrific stench assailed his nostrils; he thought better of his original intention to go forward and see what the trouble was. He knew. Ducking back into the

wheel house for olfactory safety, he reversed the engines. The blades churned madly, but it was obvious that nothing was happening.

With one furious jerk on the window-strap, Captain Lindstrom lowered the window in front of him. He gazed down upon his hard-bitten crew, who were picking at the hide of the dead whale.

"Hell's fire! Get to work with those pike poles, before we all pass out!"

The launch had actually cut, like a knife, deep into the dead animal, loosing the ungodly stench of the badly decayed flesh; by dint of much pushing the hands with the pike poles finally freed the vessel. It was later pointed out to the lookout that he had made a serious error. Instead of hollering, "whale dead ahead," he could have represented the facts more completely by shouting "dead whale ahead!"

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New engines less reverse gear, cheaper than overhauling your old engine	\$550.00
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LCM 24x18 1/2" bore new propellers	35.00
New 24" Maple steering wheels, brass hub	25.00
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Former Navy Rescue Ship. Mahogany double planked. Bronze fastened. Powered with Bi-Symmetrical perfect matched pair of General Motors Diesel Engines—pushes her 20 MPH for approx. nickel per mile. 5,000 mile radius. 150 Watt Radio Transmitter. Portable & Fixed CO2 System. Three Southwind Fluid Heaters. Electric Ventilation throughout. Other equipment includes 12 cu. ft. Refrigerator, Electric Range, Oil Range, Thor Automatic, Dinette Set, and three piece lounge sectional. Vessel is well founded too. Quick sale price \$19,500. Appointment Only. Write No. 199, 2628-12th Ave. North, Seattle 2, Washington.

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FOR SALE: New, used and rebuilt marine motors, 2 to 500 hp, gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 150 covering conversion equipment, propellers, reverse gears, fittings and supplies of all kinds. STOKES MARINE SUPPLY, Dept. 11, Coldwater, Michigan.

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TRADE WINDS

Skilled hands at the helm of
west coast boating business
this month included . . .

★ **CLIFF G. ANDRUSS** is now operating a new boat repair shop in North Portland, Oregon. Known as Cliff's Marine Service, full facilities are offered for all kinds of marine work. Haulouts temporarily are at Gault's Marine railway, and can handle anything up to and including 60 feet.

★ **W. H. JONAS** has been named Director of Sales and Advertising for the Johnson Motors Company, Waukegan, Illinois, succeeding P. A. Tanner, who retired September 30. Placed in Jonas previous capacity as Sales Manager is H. T. McCune. The newly appointed Advertising Manager is F. L. Smawley, who has served Johnson Motors as Assistant Advertising Manager since 1946.



Looking over a new model Nordberg gasoline engine are, left to right, Carl Friend, sales manager, gasoline Engine Division, Nordberg Manufacturing Co., Milwaukee; Bill Hawkins, his assistant, and Bill Marchington, vice-president and sales manager, Thomson Machine Works, San Francisco.

★ **KEN ENOCHSON** of the Washington Boat Center has just returned from the Owens factory at Baltimore where F. J. Owens, general manager, gave him a chance to preview the new 1951 line of boats. He reports a number of improvements in the '51 boats, one being a significant strengthening of construction factors that will appeal to those who navigate the rugged waterways of the Coast. While east Enochson also visited a number of other important marine industries in the interests of their new Marine Bargain Center division.

★ **LOUIS B. NEUMILLER**, president of Caterpillar Tractor Company, has announced the broadening of the executive structure of the company. Personnel figuring in the announcement and their new posts include: Harmon S. Eberhard, executive vice president; William Blackie, who will coordinate with Peoria the administration of the Joliet and San Leandro plants and Caterpillar Tractor Co. Ltd., new British subsidiary; E. W. Jackson, vice president; Ralph M. Monk, vice president; W. H. Franklin, who will assume administrative direction of the accounting and the traffic and order departments, and A. N. Whitlock, who will assume direct supervision of accounting.

★ **R. P. GEDDES, JR.**, has been appointed sales manager of the marine department of the Pacific division, Bendix Aviation Corporation. W. P. Rhea and Charles Bankart have been named to the sales department. The announcement was made by R. C. Fuller, general manager of the North Hollywood firm.

★ **R. N. PETERSON**, owner of the Marine Equipment Co., Seattle, has announced that E. N. "Bud" Baunsgard has joined his firm. Baunsgard brings many years experience in the marine field to his new job. The company is the Seattle distributor for Lister-Blackstone engines as well as dealer for many lines of engineroom equipment.



R. P. Geddes, Jr.

spected a new gasoline model with Bill Marchington, vice-president and sales manager of the Thomson Machine Works, recently appointed northern California distributor for Nordberg gasoline and diesel marine engines.

★ **PAUL W. WAHLER** was recently appointed service manager and Robert A. Harmon appointed as dealer sales supervisor of the Twin Disc Clutch Company. Both men will make their headquarters in Racine, Wisconsin. Wahler was formerly assistant district manager on the West Coast for the Twin Disc Clutch Company.

★ **F. A. McPHERSON**, after 28 years with Standard Oil Company, retired November 1 from the Seattle marine sales department. He is succeeded by Ed R. Strohman. McPherson has joined the Diesel Oil Sales Company of Seattle.

★ **STEPHENS BROS., INC.**, Stockton, Calif., has been appointed distributors of Arnolt Ivalite marine spotlights, and Arnolt Sea Mite marine engines.

★ **HALL-YOUNG CO.**, San Francisco has been appointed a distributor for Kraissl centrifugal pumps and strainers.



An intimate glimpse of the Sperry Gyroscope Co.'s West Coast district managers' meeting held in the company's Seattle office in October. Reading here from left to right: H. S. Burtis, district manager, Seattle; George W. Lober, assistant district manager, Seattle; Ralph T. Greer, assistant district manager, El Segundo, Calif.; Glenn Marsh, Portland representative; E. A. Williams, assistant district manager, San Francisco; W. I. Selover, district manager, El Segundo; W. F. Horn, district manager, San Francisco; A. R. Weckel, director of commercial sales, New York.

Albina Engine & Machine Works	34	Harbor Marine Supply, Inc.	3	Pacific Marine Supply Co.	38
Aurorian Marine Supply Co.	34	Hiller, Paul W.	46	Pacific Tel. & Tel. Co.	28
Arany Steelcraft	33	Holland Boat Works	43	Packard Motor Car Co.	38
		Howell, Walter C.	43	Inside Back Cover	
		Hydra Cruiser	43	Pan American Radio Corp.	38
		Hydraulic Supply Co.	43	Portable Light Co., Inc.	33
Baier & Assoc., L. S.	48			Puget Marine Co.	33
Bellingham Marine Supply Co.	3	International Paint Co.	6	Puritan Cordage Mills	30
Borden Co., The, Chemical Div.	3	Jensen, B. F.	48		
Brandimayr, John	9				
Bryant's Marina, Inc.	48	Kuhls, H. R. Fred	45	Radiomarine Corp. of America	7
Burchcraft Boat Co., Inc.	34			Reinell Boat Works	43
		Lambie Propeller Co., Inc.	43		
Carlisle & Finch Co., The	38			Seaburn, Ben	48
Champion Spark Plug Co.	2	Marina Mart, Inc.	43	Sen-Dore Products	34
Chris-Craft Corp.	3	Martini & Greenfell	43	Shain Mfg. Co.	34
Chrysler Corp.	3	Matthews Hardwoods, Inc.	43	Shepherd Diesel Marine	6
Outside Back Cover	44	Maximo Silencer Co., The	30	Simmerer, E. R.	48
Colberg Boat Works	37	McFarland & Co.	43	Smith, Chas. E.	48
Columbian Bronze Corp.	47	McMillin, C. K.	35	Smith, Robert A.	48
		Mercury Boat Co., Inc.	44	Standard Oil Co.	1
Dole, W. H.	48	Metal Marine Plant	45	Stay-Tite Products Co.	38
		Michigan Wheel Co.	45	Stephens Bros.	30
Fellows & Stewart	32	Monk, Edwin	34	Strickland, Frank E.	48
Fletcher Bay Boat Works	44	Morris, Inc.		Sutton Mfg. Co.	28
Freeman, Wood	44				
Fremont Electric Co.	38	Nordberg Mfg. Co.	28		
		Norgaard & Assoc., L. C.	48	Tacoma Marine Supply Co.	3
				Thomas, J. E.	33
Garden, William	48			Thomson Machine Works Co.	44
Geary, L. E.	48	Ollar, Ken	40		
General Petroleum Corp.	24	Olympic Propeller Co., Inc.	43		
Gray Propeller	3	Oregon Marine Supply Co.	3		
Adjusting Corp.	6	Oswald Machine Works	44	Universal Motor Co.	33
Gray Marine Motor Co.	10	Owens Yacht Co.			
		Inside Front Cover			
Hall-Young Co.	40			Western Boat Bldg. Co.	38
Hanson, H. C.	48	Pacific Fishing & Trading Co.	3	Witvers & DeFever	48
Harbor Boat Bldg. Co.	38			Wolfe Marine Sales	33

The Minnesota Mining & Manufacturing Company as agents for the federal rubber reserve agency, and Pacific Rubber Co. as associates, have been awarded the contract to re-activate and operate a \$22,000,000 government-owned synthetic rubber plant at Torrance, California, near Los Angeles.

The plant, which was operated during World War II by Goodyear Tire & Rubber Co. and the U. S. Rubber Co., has an annual capacity of more than 60,000 tons of butadiene rubber. It is one of the larger plants of its kind in the nation, and will employ between 700 and 750 persons, Carlton said.

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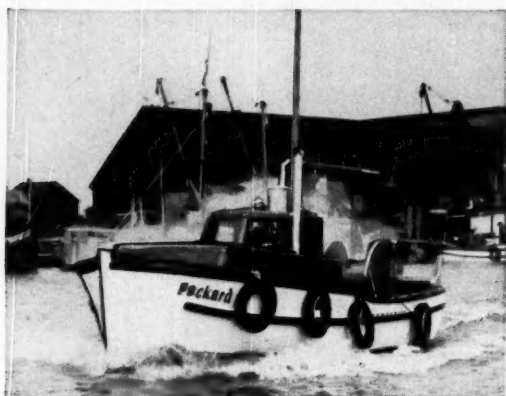
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Here's a Packard owner loyalty story that stretches from New Jersey to British Columbia!



Imagine an engine good enough to have a skipper name his boat after it! You'll find one in Steveston, British Columbia. Mr. Ken Udy writes, "I was so pleased with the performance of my 100-HP Packard Marine Six that I gave the name 'Packard' to my 35-foot gillnetter. My Packard Marine Six holds a lot of performance records on the Fraser River. It never lets me down. It's easy to start—easy to operate—and the upkeep is low."



Over in Dorchester, New Jersey, Mr. Francis L. Hine is mighty pleased with the performance of his 37-foot Colonial Wanderer, the "Francelen." Powered with twin 150-HP Packard Marine Eights, this smooth-looking, smooth-running cruiser has a top speed of 30 miles per hour. Mr. Hine reports, "These engines have been free of trouble and are economical on gasoline. Packard finger-tip gear control makes possible easy operation of the engines from either the flying bridge or from the cabin."

From east coast to west coast—and everywhere in between—new boats deserve Packard Power—and old boats need it!

For complete details and specifications, see your nearest Packard Marine engine dealer, or write directly to Packard Marine Engine Department (Dept. P), Detroit 32, Mich.

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100-HP Marine Six (IM-245)
with built-in finger-tip control

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